

DECEMBER 21, 1951

1½

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MORRIS MOTORS LIMITED, COWLEY, OXFORD. OVERSEAS BUSINESS: SUFFIELD EXPORTS LIMITED, OXFORD, AND 41 PICCADILLY, LONDON, W.1

C.E. 66



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RACING SPEED



WHAT HAPPENS UNDER
TROPICAL CONDITIONS



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No driver can deny it—that extra tension of the muscles, that doubt . . .

But in this car you get greater confidence. The moment you take control you feel it—gratefully. There's just that extra precision and responsiveness. And in fog the Javelin is always mistress of the situation—a short bonnet and a fine view of the road usually put you at the head of the line.

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This car is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have it in your hands. Once tried, you'll say "I'd rather go by Javelin!"

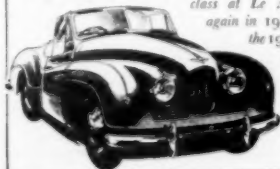
Top speed, electrically timed, 80 m.p.h. Acceleration 0-60 m.p.h. in 22.2 secs. ("The Autocar" Road Test). Horizontally opposed flat-four 50 B.H.P. Engine.

1½ litre

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Jowett Cars Limited, Idle, Bradford, Yorkshire



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combine business
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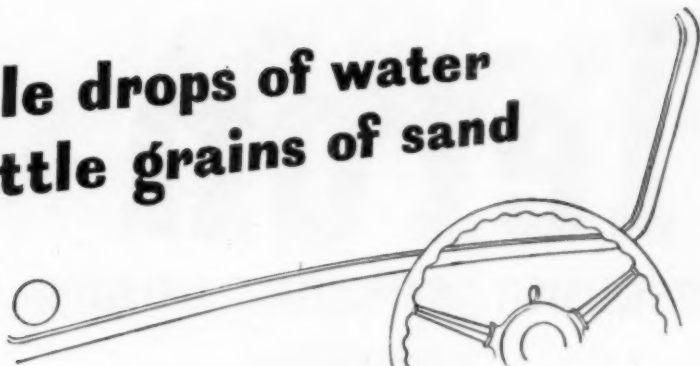
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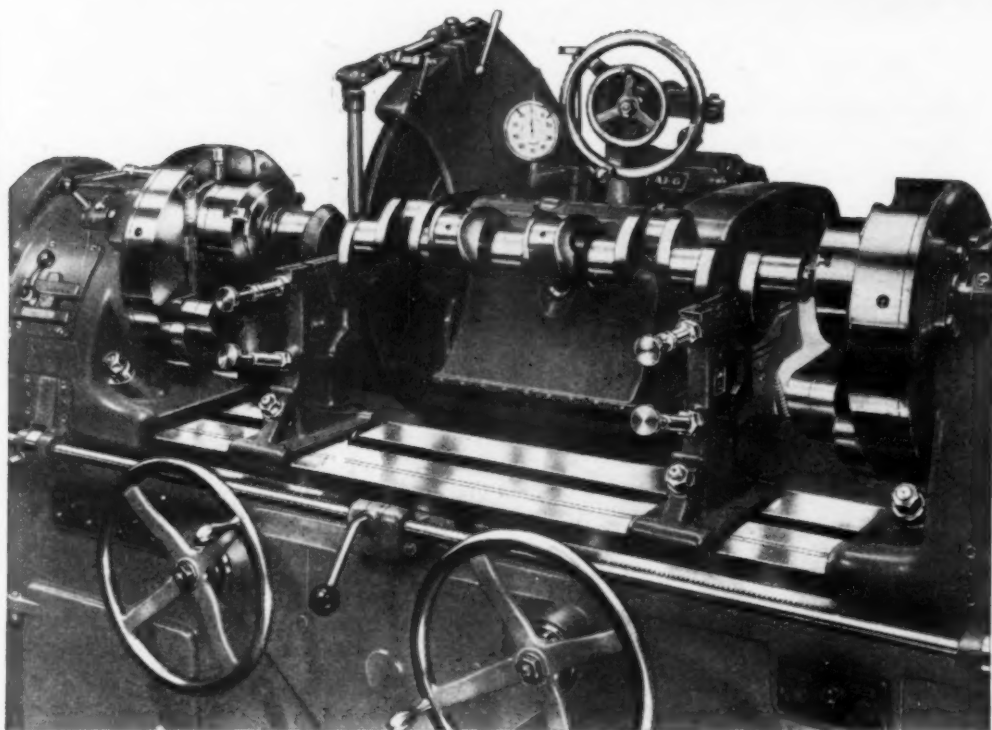
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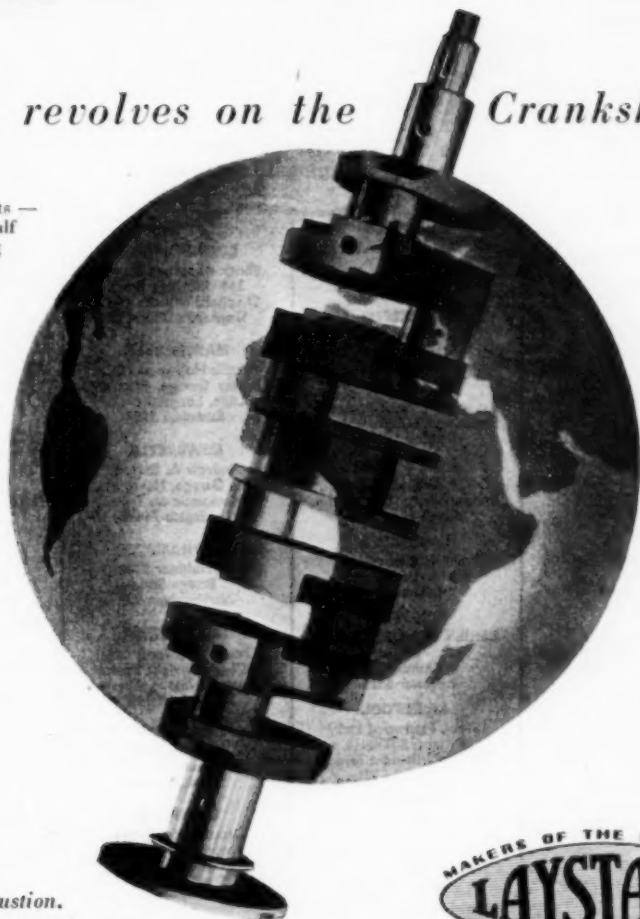
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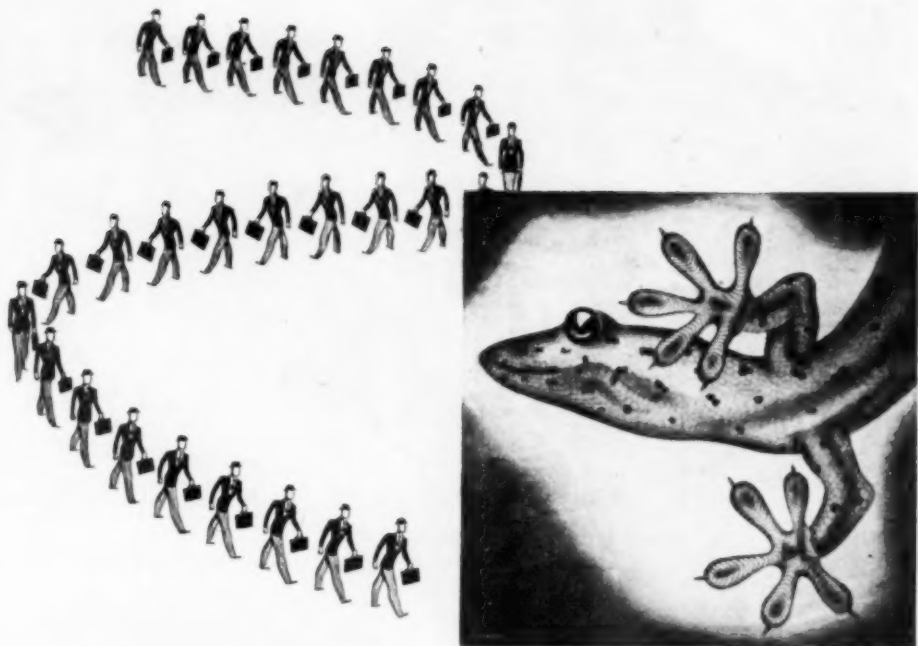
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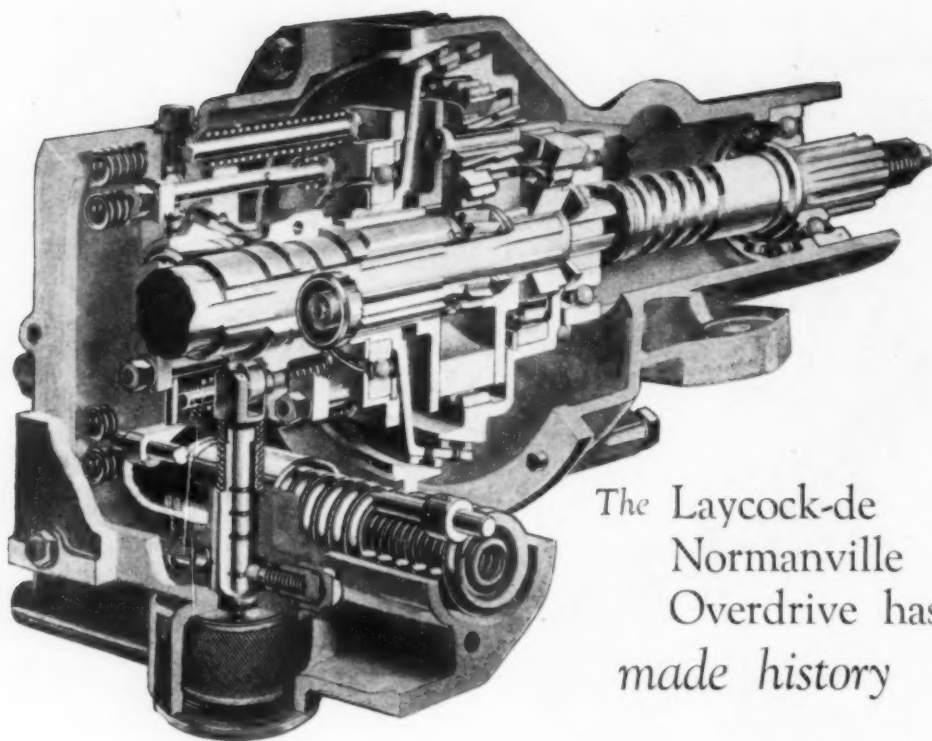
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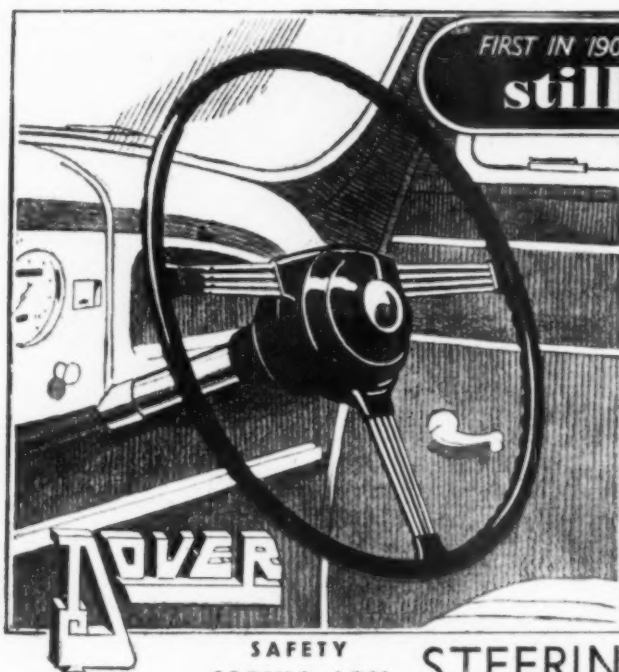
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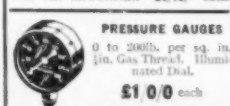


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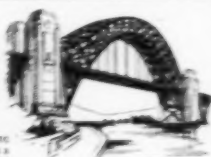
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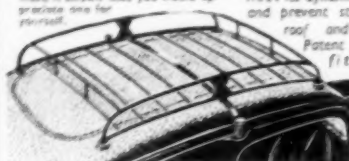
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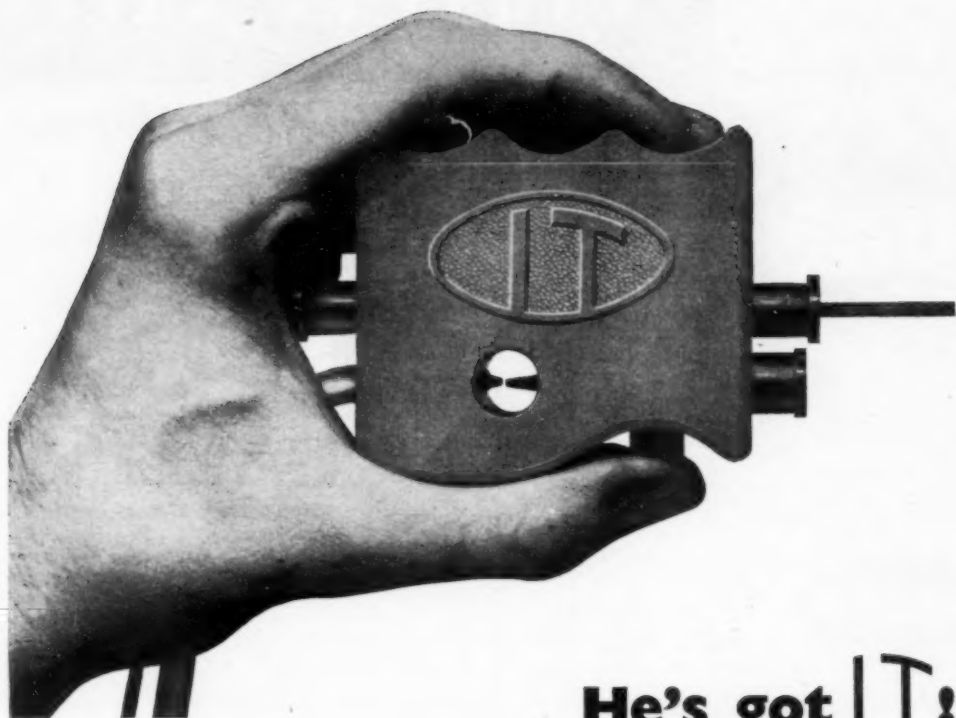
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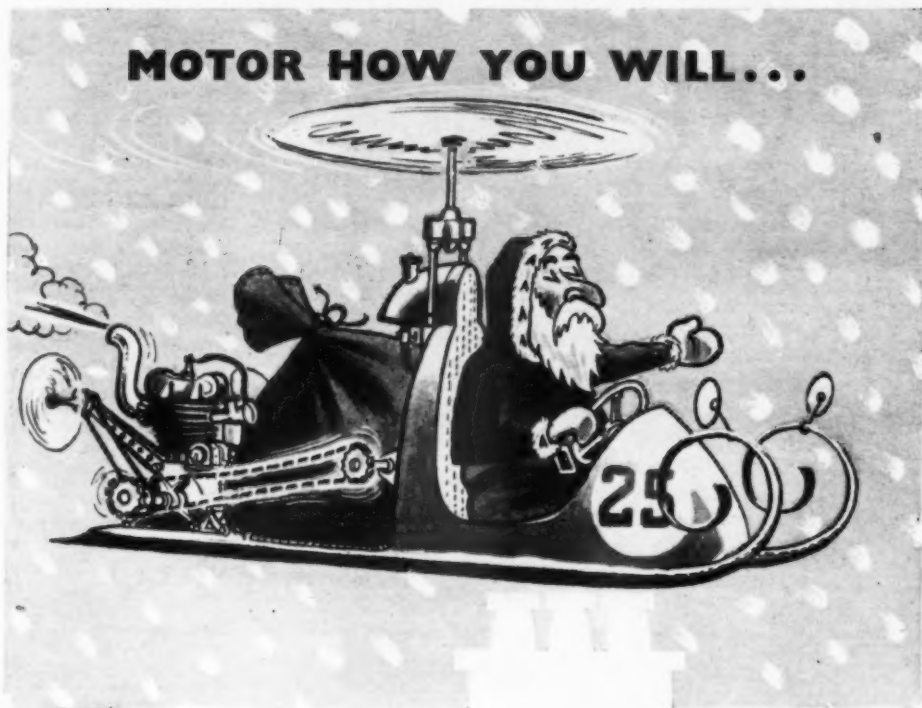
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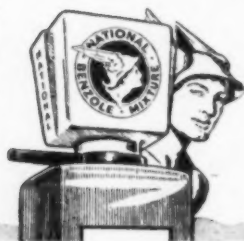
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The Autocar

FOUNDED 1895

No. 2525

FRIDAY, DECEMBER 21, 1951

Vol. XCVI

Tough on Toughened

AFTER careful consideration over a long period, interspersed, curiously enough, with two unfortunate experiences, we have decided that it is high time that toughened glass ceased to be fitted to the windscreens of cars; it should, in fact, be replaced by the slightly more expensive laminated type.

Motorists are familiar with the drawback of toughened glass that results in its shivering into opacity following a certain type of impact; in this respect it behaves much as does a super-cooled liquid when a crystal is dropped into it, the reason being that tension is introduced in the toughening process. The disintegration of the screen into more or less harmless crystals would be of little moment if it were not for the opacity that results. Although this can be overcome by the immediate thrusting of the fist through the shattered screen—again without harm—no motorist can be sure that his presence of mind would enable him to do this at the critical moment, and the time lag between the mishap and the restoration of visibility might be long enough for an accident to intervene, particularly as screen shivering is more likely to occur at high speeds.

No cure seems possible except the substitution of laminated glass. The toughened product stands up to the most extraordinary blows under test, but treacherously submits to a peculiarity of impact, such as that from a quite light, sharp-edged particle travelling at a great velocity. As this definition aptly fits the piece of gravel or flint thrown up by the tyres of a passing vehicle it is obvious that the drawback is a pronounced one. It is also significant that several other countries will have nothing to do with toughened glass in windscreens. Let it not, however, be condemned without gratitude for the safety that it has already conferred; if the choice were merely between toughened and ordinary glass there could be no thought of banishment.

Christmas

ONLY the quick-seeming recurrence of the great annual festivals is capable of bringing home the permanence of the straitened circumstances in which motoring in Britain finds itself. As one year follows another, delivery delays continue to lengthen, and the allocation of new cars to the home market remains static. Is there any prospect of improvement as Christmas, 1951, comes and goes?

A candle-gleam on a far horizon, possibly. At home the new Government has shown a determination to tackle economic problems that has scorned superficial popularity, and it has been estimated that the overseas back-log of car demand has largely been satisfied, the market from now on being a replacement one except where rising standards of living increase the car ownership numbers of a nation. If, then, the solution of home economic difficulties should coincide with a smaller export market, there might well be some easing of the situation in which the British motorist has languished for so many years. And if, to peep for a tantalizing moment through the rose-coloured spectacles of optimism, a political settlement of world problems could also be reached, prospects might become almost bright.

Nonetheless, in this country there can hardly ever again exist the conditions of plenty for the comparatively few that accompanied the industrial revolution and its aftermath; two wars and an increased sense of social justice have seen to that. As a result the old proverb, "Enough is plenty," is likely to hold sway, and enough to many, many motorists, would be private transport in a form that we have often urged—a simple car, not necessarily cheap in first cost, but notably economical in its demand on the nation's raw materials and in its subsequent costs. This must inevitably become the "popular car" of the future.

A HAPPY CHRISTMAS TO ALL OUR READERS

That Great-hearted Seven

AMONG FAMOUS ENGINES OF THE PAST THE AUSTIN SEVEN HAS AN HONOURED PLACE

DESPITE the fact that the Austin Seven ceased to be manufactured after 1938, and has only recently been given a logical successor, this classic of all truly miniature cars has been with us for so long that it has formed an integral part of the history of cars ever since it first came into public hands back in 1921—just 30 years ago. And the numbers seen on the road, the solid affection for these little cars held by owners, are a testimony to the success of the Seven as an all-round piece of design, as well

by Max Millar

as to the engineering ability and "canniness" of the late Lord Austin, who personally originated the car on the drawing board and saw it through the early stages of manufacture.

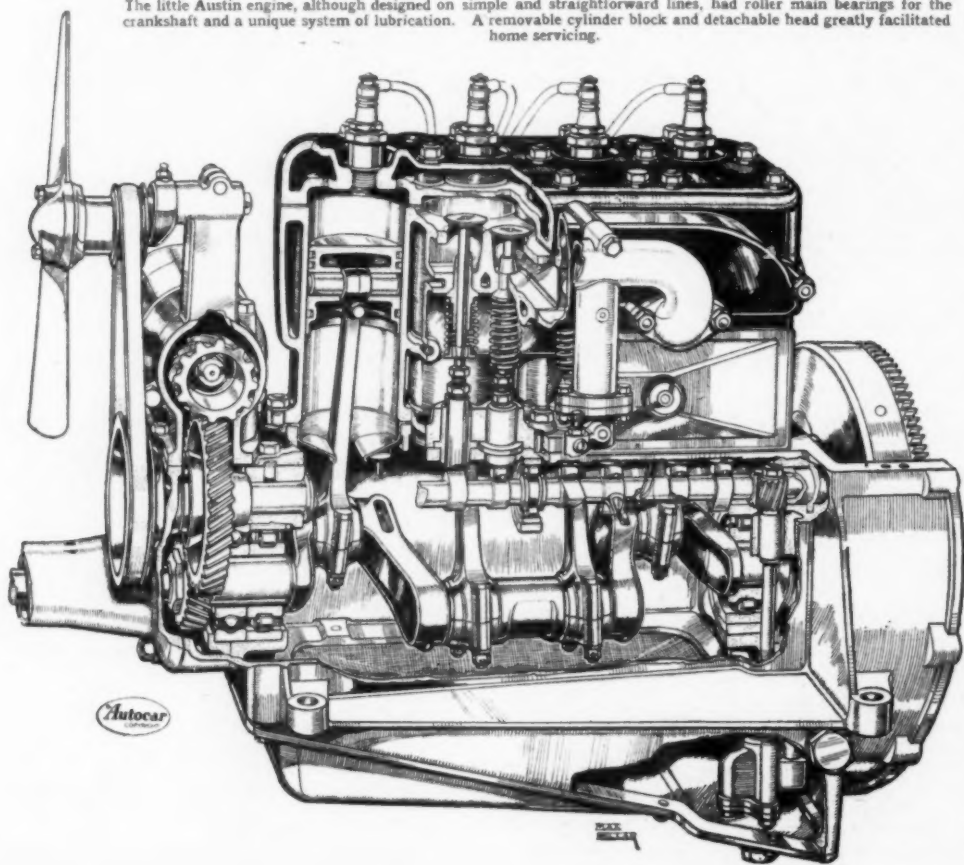
In those days just after the first world war there was a spate of new small cars, some of eccentric design; and nearly all were unconventional in one respect or another. How-

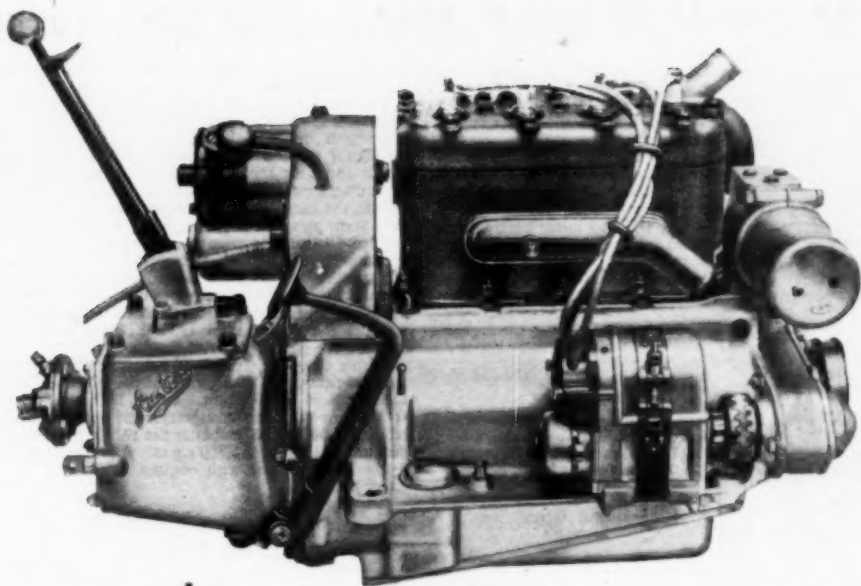
ever, it needed Herbert Austin to sit down and plan a baby car which was sufficiently original to please the man who was looking for something new, but which, at the same time, had the basic elements of sound engineering design, paramountly needed if this new small car was to be added to the long line of successful Austin models.

The four-cylinder engine of the earliest Seven had a bore and stroke of 54 mm and 76.2 mm, and a capacity of 698 c.c., but shortly afterwards the bore was increased to 56 mm, raising the capacity to 747.5 c.c. The weight of the early open touring Austin Seven was about 6½ cwt, but with the slightly more powerful engine (and other modifications) the weight rose to a little over 8 cwt, a considerable increase but still keeping the little car truly in the lightweight class.

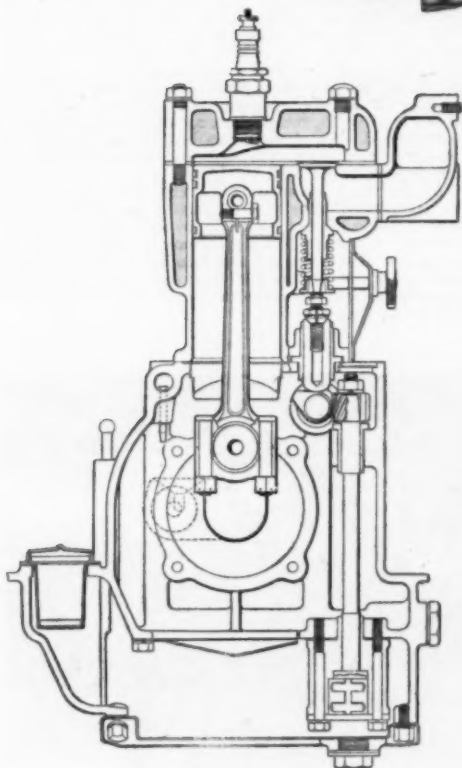
Although various changes in auxiliaries were made, the basic arrangement of the Austin Seven engine remained unaltered from 1921 right up to 1936, a wonderful tribute to its design in the first instance. The upper half of the engine—cylinder block, head, pistons, valves and induction and exhaust manifolds—was of conventional design, except

The little Austin engine, although designed on simple and straightforward lines, had roller main bearings for the crankshaft and a unique system of lubrication. A removable cylinder block and detachable head greatly facilitated home servicing.





Right side of the Austin Seven power unit complete with clutch and gear box. Mounted transversely at the front of the engine was the dynamo, while the magneto was located at the side of the crankcase. The starter was above the flywheel housing at the rear of the cylinder block.



that the tappet guides were located by and secured in position by the cylinder block. Herbert Austin followed the Austin practice of that time in making the complete cylinder block detachable from the aluminium alloy crankcase so that it could be easily serviced on the bench or table, including attention to the valves, springs, tappets, guides, and combustion chambers, away from the car and in working comfort. Many an owner of an Austin Seven has blessed this advantage when top-overhauling the engine, while the pistons and rings were accessible without disturbing the crankcase and sump.

The lower half of the engine, by contrast, is highly special in design and there is a great deal of evidence of unique planning for a small engine which had to maintain standards of Austin dependability and yet would stand up to rough treatment by all and sundry. In the first place Herbert Austin abolished plain journal bearings in the crankcase and mounted the four-throw crankshaft in one roller bearing at the flywheel end and a roller and a ball bearing at the front end, the bearings being simply splash-lubricated. In the second place, the plain bearings of the connecting-rod big-ends were lubricated by oil injected into small troughs on the crank webs from two jets in an oilway on the underside of the top wall of the crankcase, the troughs (of which there were four) being connected to the bearings by drilled oilways in the crankshaft, while oil thrown from the big-ends lubricated the pistons, gudgeon pins, cams and tappets.

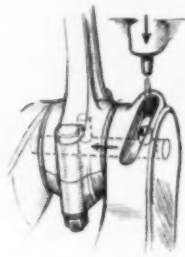
Unquestionably the capacity of the Austin Seven engine to give long life and freedom from internal wear in such a small power unit was directly attributable to this simple lubrication system; oil was quickly thrown on the pistons and cylinder walls from a cold start, aided by crankshaft

Section of the engine, showing details of the cylinder block and valves. The crankcase was an aluminium casting of considerable depth, having only a shallow sump cover.

THAT GREAT-HEARTED SEVEN continued

rotation against the direction of injection of lubricant on to the big-ends.

A small pump in the sump driven from the camshaft through skew gears and a vertical spindle at the rear end of the crankcase drew oil from the base chamber (gauze-covered under the big-ends) and delivered it through drilled passages in the crankcase to the jets and also to the camshaft bearings, screw plugs being provided for access to the passages and jets for cleaning purposes. An unusual point regarding the camshaft is that the two outer bearings are plain bushes, while the centre is a roller bearing lubricated by splash, and it is driven by helically toothed gear wheels from the front end of the crankshaft. The camshaft gear was also meshed with a skew gear wheel driving the trans-



A small trough in the web of each crank throw collected oil from a jet, and passed it through a drilled passage to the big-end, as well as throwing it on to the cylinder walls.

versely mounted dynamo and a train of gear wheels driving the magneto, which was located alongside the crankcase on the right side. The fan was operated by a simple flat belt from a pulley on the front end of the camshaft.

A modified form of hot-spot heating was provided by combining the induction and exhaust manifolds at two points as the gas entered the cylinder block, and a Zenith updraught carburettor was a standard fitting.

Although the engine was barely more than 12in wide at its widest part, by the flywheel casing, Herbert Austin brought the converging side members of the chassis close enough together for the engine (complete with clutch and gear box) to be mounted directly on top of these members by a pair of lugs cast on each side of the crankcase. Thoroughness of design was exemplified by the substantial housing and well-made starting handle on the front end of

the timing gear case, and the neatness and very good finish of the unit generally.

The smallness of the engine can be judged by the low weights of some of the components, the connecting rod, complete with bearings, being 11½ oz; the piston complete weighed 7 oz, and the crankshaft 7 lb 6 oz. The engine, clutch and gear box, with all auxiliaries, weighed a little more than 1 cwt, and it formed, of course, by far the heaviest unit of the car. The firing order was 1, 3, 4, 2, the sump held four pints of oil, and, with the standard back-axle ratio of 4.9 to 1, the average cruising speed was 35-40 miles per hour with a petrol consumption of 40-50 m.p.g. Electric starting was not incorporated until 1924, and coil ignition did not replace the magneto until 1929, while the more modern Austin Seven engine with three-bearing crankshaft was not introduced until 1936. This crankshaft did not increase the engine's overall length.

With a compression ratio of 5 to 1, the brake horse-power at 2,400 r.p.m. was 10.5 (with the 56 mm bore engine) and 12.5 b.h.p. at 2,800 r.p.m. Later, 13 b.h.p. was obtained at 3,000 r.p.m. The unsupercharged version developed 27 b.h.p. at 4,500 r.p.m., and later the 1929 supercharged engine produced 32 b.h.p. at 5,500 r.p.m. All of these performance figures were gained with engines fitted with two-bearing crankshafts.

Track Work

In 1923 Herbert Austin sponsored the production of an Austin Seven racing model, and in the sports field the car was remarkably successful. In the same year Gordon England, in a single-seater racing model at Brooklands, set up two records in the 750 c.c. class, averaging 73.5 m.p.h. for the hour and 64.79 m.p.h. for one hundred miles. By 1924 the Austin company were building a super-sports Austin Seven, each car being sold with a Brooklands certificate of 80 m.p.h. for £265, the cheapest car with that performance in the world. All of these cars had the original type of side-valve engine which was used even for the supercharged models produced in 1925 and 1928.

The success of this amazing little car, so popular with the ordinary public, extended to all parts of the world. Up to 1929 over 100,000 had been sold by the Austin company. Cessation of its manufacture in its more modern form a year before the recent world war was no doubt owed to many reasons, and the new small car from the Longbridge factory promises to be successful in recreating the traditions associated with the old.



Even in this very early form, the Seven is still a familiar sight.

NEWS and VIEWS

New Channel Ferry

BRITISH RAILWAYS have now seen launched the *s.s. Lord Warden*, the largest car carrying vessel they possess. It has been built for motorists using the Dover-Boulogne route and will be ready for service in the spring. Accommodation for 120 cars and 700 passengers is provided.

Royal Cars

A FLEET of Humber cars for the tour of Australia and New Zealand, to be made by T.R.H. Princess Elizabeth and the Duke of Edinburgh, is now on its way across the world. The Humber company has supplied one Pullman landaulet, one special Pullman, 12 Pullman limousines and 12 Super Snipes for Australia. For New Zealand, nine cars have been despatched.

Licence Applications

READERS are recommended to renew their car licences at once. The Ministry of Transport has pointed out that the number of vehicles is now over 4,500,000. The simplest method of straightforward renewal is, of course, to produce the insurance certificate, registration book and the old licence at a post office.

Autocheques Changes

AT a recent meeting with the Press, executives of the Polytechnic Touring Association, Ltd. revealed that their company has taken over control of Autocheques, Ltd. It was stressed that the name and functions of Autocheques would continue as before. Among improvements for the coming season are a simplified brochure and explanation of the system of pre-paying for holiday service abroad. It is hoped that special arrangements to allow of *en pension* residence at hotels will be made.

Long Distance

REVIEWERS are often tempted to ask the publisher, "Is your new book really necessary?" for paper is valuable and whole fair forests have been cut down to make it. With this in mind, it is possible to say that the subject of Mr. Alan Hess' new book, *Wheels Round the World*, has formerly had only fragmentary description. Long-distance expeditions by car have lost the tang of complete novelty that they had when the first pioneer des-

cribed by Mr. Hess, Dr. Lehmann, set out to circle the globe by car in 1902, and ended first in a snowdrift at Nijni Novgorod, and then in a train. It is no longer amazing that the car does what it is intended to do; all the same, long journeys such as the recent Sahara crossings, and record times to the Cape, or Mr. Hess' own circumnavigation of the globe in 21 days can be full of extraordinary, exhausting and sometimes amusing events, as the account reveals. That an A.40 can cover the land spaces of the world in this time is not so amazing as the organization that provided an aircraft to co-operate with the car and the whole colourful 20th-century nature of the attempt.

Mr. Hess writes brightly and his review of the expeditions before his own is illustrated by some pleasant drawings. *Wheels Round the World* is published by Newman Neame, Ltd., 50, Fitzroy Street, London, W.1, price 15s.

No German Show

THERE will be no international show in Germany in 1952. That planned for April has been cancelled.

New Safety Standard

A REVISION of safety-glass standards for road vehicles has been made by the American Standards Association. All windcreens must be laminated and bear the manufacturer's trade mark.

Industrial Fellowship

MR. ARTHUR J. SALMON, founder of the Fellowship of the Motor Industry, was re-elected chairman at a meeting on December 10. He has held this office since 1936. At an earlier

luncheon, Mr. A. S. Hardinges was elected honorary secretary and treasurer.

One Million Down

IN the first ten months of this year, the U.S. motor industry built a million fewer cars than in the corresponding period of 1950. The figures are 4,687,636 for 1951 and 5,640,047 previously. Exports, however, were almost doubled—to 228,019.

Porsche in U.S.

FERDINAND PORSCHE, son of the late Professor Porsche, is now in America to explore the market for the Porsche company. Prices in the U.S.A. for these cars range from about £1,285 to £1,465.

Late Shopping

SUGGESTIONS regarding publications associated with *The Autocar* that can form the type of Christmas gifts likely to be appreciated by the keen motorist include S. C. H. Davis' recent book, *Rallies and Trials* (15s), *The Autocar Motorist's Diary* (bound in morocco leather 6s 1½d, or 4s 3½d in leathercloth), and *Roads of France* (3s), by A. G. Douglas Cleane, Midland Editor of *The Autocar*, a most useful little volume to the motorist whose touring inclinations turn towards the Continent. Also, some copies remain available of *The Autocar Road Tests, 1951* (5s), a compendium of car performance selected from a year's road testing of new models by this journal.

All these are obtainable through booksellers in the normal way, or can be obtained direct from Hiffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1, postage extra.

ITALIAN DEVELOPMENTS

REPORTS from Italy indicate that Italian manufacturers are more determined than ever to use international sporting events to demonstrate the qualities of their cars. There have been signs in the past season that the 1½-litre Grand Prix Alfa Romeo was reaching the limit of its performance, but whatever their Grand Prix intentions for 1952 Alfa Romeo seem to be likely contenders in sports car races, using the short chassis four-cylinder 1900, probably with a modified rear axle design using a central stabilizer instead of the two radius arms to locate the axle. The Tour of Sicily,

the Targa Florio, the Mille Miglia and Le Mans are reported to be in the programme. There is also talk of a new competition model with a V-eight engine and De Dion axle.

Lancia have asked for three places at Le Mans following the success of their lone Aurelia in winning the 2-litre class this year. A new cylinder head is being tried with revised ducting to give better volumetric efficiency, and there are rumours of a new six-cylinder engine of about 2½ litres. There has been a lull in car activity at Maserati for some time and Ing. Gorrini has joined the Fiat organiza-



This glamorous special was built by Mr. Conrad Bernoski, of Rotterdam, using what was a derelict Tatra chassis. The engine is of 1,250 c.c. capacity and power output has been considerably improved. The colour, suitably, is Riviera blue.

NEWS and VIEWS

continued

tion, but a new programme of racing car construction is now in hand, with the well-known Ing. Massimino as chief designer. There are three formula 2 cars which will be shipped to Brazil for the winter season. They have light tubular chassis with front suspension by wishbones and coil springs, and rear suspension by quarter-elliptics, with a new form of stabilizer. The engine is a six, with light alloy block and steel liners. The cylinder head is in light alloy without valve seat inserts and no head gasket is used, the cylinder liners protruding slightly above the block to contact a sealing ring. There are two valves per cylinder operated by two overhead camshafts driven by spur gears. Three double-choke Weber carburetors feed the separate inlet passages and the engine is credited with over 160 b.h.p. at 6,400 r.p.m. Engine and gear box are fitted very low in the chassis to allow a low transmission line and there is a gear train before the differential to raise the drive to axle level.

Ferrari Entries

Ferrari is taking great interest in sports car races for 1952 and is believed to be planning official entries to challenge Jaguar, Frazer-Nash, Aston Martin, Alfa Romeo and Lancia in such major events as the Mille Miglia and Le Mans. The main effort will probably be with the Type 212 unit-construction streamlined coupés using the 2,560 c.c. engine, which is said to be delivering nearly 200 b.h.p. in competition form. For formula 2 rac-

ing the four-cylinder 2-litre engine is undergoing development and is already said to be producing something approaching 170 h.p.

The second 41-litre Grand Prix Osca will be on test soon and a few more of the 1,100 c.c. sports cars are being built. Meanwhile, a new formula 2 racing car is under construction. It is an advanced single-seater with tubular chassis and gear box at the rear combined with the De Dion axle. The engine is a twin o.h.c. six-cylinder unit designed to produce over 160 b.h.p. using three Weber carburetors. The first of these cars is being built for Franco Rol.

New Fiats

Reports from Italy also contain mention of new Fiat models but it is unlikely that any major announcement will be made until well into 1952 at the earliest. The Fiat 500C and 1100E, being developments of pre-war designs, are obviously due to be superseded eventually, and Fiat are known to have been experimenting with compact four-seater cars of about 900 c.c. There are also persistent reports of experimental work on a new lightweight two-seater of 350 c.c. This would not be surprising in view of the pioneer work done with the Fiat 500, which, when it first appeared, was the smallest and most economical two-seater closed car on the market. Appearance of the Fiat Campagnola utility car, with a modified Fiat 1400 engine using a long-stroke crankshaft to raise the swept volume to 1,900 c.c., has excited speculation on the interesting results which might be obtained by installing such an engine in a special version of the Fiat 1400 car, but no announcement has yet been made.

Pictorial Bookshelf

THAT annual review of some of the world's best photographs, *Photograms of the Year*, is now published for the *Amateur Photographer* in its 1952 form. It contains, in addition to its usual selection of superb pictures, a comprehensive introduction by the president of the Royal Photographic Society. *Photograms* is available from booksellers and photographic dealers, price 8s 6d in stiff paper binding and 12s 6d in cloth.

Another book of the year's best photographs, but of a specialized nature, is *Motor Cycle Sport in Pictures*, published by *The Motor Cycle*, Dorset House, Stamford Street, London, S.E.1. The price is 3s 6d, postage 3d. Very appropriately, the cover picture shows world champion Geoff Duke in action.

The *Yachting World Annual*, 1951-52 (price £1 10s, postage 1s, from Liffé and Sons Ltd.), justifies more than a place on the pictorial bookshelf although the illustrations here carry the very smell of the water. It provides a complete and permanent record of the season's activities.

All-Comprehensive?

A RECOMMENDATION that all vehicles should be covered by a comprehensive insurance policy has been made by the council of the Magistrates' Association. The Association believes that even though the many may be penalized by the few who are mean or careless, it is the only way to avoid hardship to those involved in road accidents who then find that they are not covered by the terms of the policy.

Car Expenses and Income Tax

IN calculating the profits of a business concern, it is possible to charge for income tax purposes all expenses laid out wholly and exclusively for the purposes of the trade or business. This, of course, includes any items such as rent, wages, and so forth and in many cases, a charge for car expenses. The item of car expenses will, however, normally be queried, but the taxpayer can claim as allowable any such expenses as are in connection with his business. Thus, if he uses the car for calling on suppliers or customers, or for delivery, or in any way connected with the business, such as going to the bank for the purpose of banking the takings, he can then definitely claim that part of the car expenses which is incurred on behalf of the business.

To prove such a claim, he should, however, have adequate records, and it will, therefore, be necessary for him to keep receipts and bills in respect of all expenses laid out, such as petrol, oil, repairs, licences and insurances, and he should keep a detailed record thereof, either in his financial accounts or by some other method. In my opinion, such expenses should be paid for by the business accounts and then there will be a full and proper record.

In order to ascertain the proportion of such expenses which are allowable, he should also keep a car log, which should be ruled to show the date of the journey made and the mileage incurred thereon,

and there should be a division as between miles incurred on pleasure and miles incurred for business purposes. It should be noted that the expense of travelling from home to the business, if necessarily incurred, is not a business expense, but if there are two or more branches, the expense of travelling between branches is allowable.

Depreciation

The expenses should include not only the items spent on the running and maintenance of the car, but also a claim for wear and tear in respect of the depreciation of the car. This claim is, of course, calculated in the same way as wear and tear of machinery and plant. Thus the claim should include, if the car is purchased before April 6, 1952, the initial allowance of 20 per cent of the cost, whether the car is new or secondhand, and it should be noted that for cars purchased after April 6, 1949, the initial allowance has been increased to 40 per cent. The claim will also include a percentage deduction of the cost in the first year, and of the written-down value in subsequent years. The percentage normally allowed is 20 per cent, plus an addition of one-quarter to the amount calculated by the percentage, plus, if the car is sold, a balancing allowance equal to the difference between the cost price and the total of all allowances granted, and the

sale price. It must be borne in mind, however, that if the car is sold at a profit, this profit can be assessable for income tax.

The director or employee who receives a car expenses allowance will be liable to pay income tax on this allowance if the Revenue think it excessive. It should be noted that for the employee, expenses must be incurred wholly, exclusively and necessarily in the performance of the duties of his office and also that for the income tax year 1950-51, such allowances, if paid to: (a) a director; or (b) an employee earning more than £2,000 per annum, will be taken as part of his remuneration and assessed for income tax and that he will, therefore, have to submit a claim for his expenses. The employee, in the same manner as a business, should keep a record of his expenses and a car log, and he should claim for wear and tear.

With an employee or director, the wear and tear claim first arises in the actual year in which the car is purchased, whereas, for the trading concern, the claim normally falls in the income tax year following the one in which it is purchased.

Finally, it must be remembered that many inspectors of taxes are now taking steps to restrict to the utmost the expenses allowances, but if expenses are properly incurred, a claim should be made and the inspector should not be allowed to restrict the claim. J. L.

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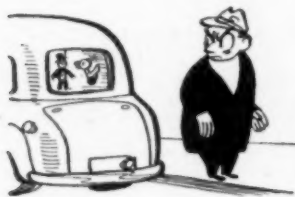
BY THE SCRIBE
Drawings by Barry Appleby

Window Ornaments

"NEARLY every closed car has a good-sized doll hanging up in the rear window." Those words, believe it or not, are a quotation from a reader's letter published in *The Autocar* of April 9, 1926. The writer was discussing conditions on the Riviera, and he continued his letter with the comment, "a fashion both childish and dangerous, as it obstructs the view of the man at the wheel."

I could not agree with him more, and it amazes me that the absurd fashion is still followed in this country, 25 years later, by a certain type of motorist, the more so because traffic on the roads and in the towns is so much more dense than it was in 1926.

Personally I should hate anything dangling about in full view in my driving mirror, and I rather suspect that those addicted to the doll habit are the type of drivers who disregard the mirror. The number of those who quite obviously do not look in their rear mir-



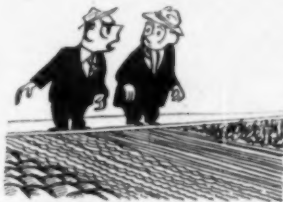
What next?

rors is very high. Too often they amble along, usually in the centre of the road, and unless one gives a warning blast of the horn one may follow them for miles before they wake up to the fact that there is another vehicle behind, as is shown by the sudden manner in which they eventually draw into the side and signal that they are ready to be overtaken.

Incidentally, I notice that dolls are now being ousted for first place by plastic canaries attached to the rear window glass by rubber suction cups. What next, one wonders?

Surfaces

THE service manager is an enquiring type. "Why," he asked me the other day, "isn't there more standardization of road surfaces?" Why, indeed? I told him that the Road Research Laboratory would supply specifications for "mixes" for any particular road if local authorities stated what kind of road they wanted, but agreed that this



The extra imponderable.

was not the perfect answer. "The trouble is," said my friend, "that I, as a motorist, am expected to stop in this, that, or the other distance from certain speeds, but I can only do so, obviously, on a certain surface. It is unfair that the extra imponderable should have to enter into it."

So it is, but a standard road surface must forever remain an ideal, if not for any other reason than because local materials must be used in road building where possible on the score of cheapness. And local materials vary, even in the narrow range used for surface dressings.

Resourcefulness

I ORDERED poulet from the menu in a French hotel, and the waiter said something that I could not understand. We gazed at each other, nonplussed, for a second or two, and then he beamed, went away, and came back with an English-French dictionary, his finger firmly pointing to the word "guinea-fowl." Excellent, I agreed, and enjoyed my dinner.

It isn't everyone who could think, on the spur of the moment, where to lay hands on a book that printed the word guinea-fowl in a foreign language.

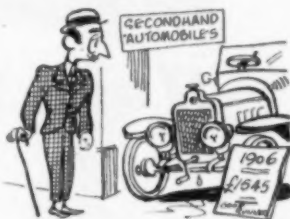
Cornering

FASTER speeds on corners, which I have discussed many times, do, unfortunately, lead to increased tendencies to travel-sickness. Several of my acquaintances, who are not real sufferers from this complaint, finish a fast journey with a kind of off-colour feeling which rather spoils the day for them. The remedy here is in the form of half a tablet of a proprietary product which I must not name, but which, I think, is about the best-known of the patent remedies. Take it before starting. It is not enough to "taste" or leave any ill-effect whatsoever, but it is enough to avoid the "I wish I hadn't" feeling. This is so effective that one is glad to give it indirect publicity.

It Has Happened Before

THOSE who are dismayed at post-war prices might be interested (or further dismayed) by studying a few post-1914-18 war prices sent to me by a reader. In 1918, a 1917 U.S.A. car fetched £250; one year and 20,000 miles later the price was £500. Reconditioned Silver Ghosts (after war service) went for £5,000, which my correspondent estimates to be about £20,000 in purchasing power today. Small cars commonly cost up to £600, and premiums of £100 for priority delivery were equally common.

All of which goes to show that the more things change the more they are the same, and that the more a few things change hands the higher the price at which they do so.



Post 1914-18.

Night Mist

AT night the evils of the fog blanket are emphasized, and perhaps a few more hints may be kindly received. Start the wipers. Try dipped head lamps, then the fog lamp if they are too bright. If you prefer a yellow beam by all means have one; in spite of evidence to the contrary, I think they cause less back-glare than a white light of equal brilliance; so does one of my colleagues.

Having focused the fog lamp well on the verge and at the right distance ahead to suit the visibility, I then keep my true vision away from the bright spot, observing it all the time only from the corner of my eye. For the rest, I stare straight ahead into nothingness. As a result, I find that my pupils dilate for dark vision, and after a time I can usually discern the other side of a narrow road out of the other corner of my eye. From then on I'm all right, thank you, up to about 35 m.p.h.

This sort of drill covers the average fog. If it gets really thick and you have to stop, then get off the road at all costs, or, sure enough, a more venturesome driver will press on and, however regretful he may be, he will be almost certain to give you a bump in the rear.



How Many Drivers?

THE VEXED QUESTION OF MANNING AN ENTRY

DURING the past season a downright row occurred about the number of drivers who could handle any given car belonging to a team. Now the F.I.A., the ruling body for the sport, have given their decision.

Long and complicated as the argument can be the root of the matter is of general interest because it is a question affecting the exact status of the driver in racing. Manufacturers' teams are running for the benefit of the *marque*, not for the glorification of this or that driver. The car, not the man, counts. Annoyed entrants have even been known to demand that the Devil fly away with well-known driver so-and-so for, if he wins on one of the firm's cars, that is the result of his excellent technique; but if he loses, then the car must be very bad because even old-so-and-so could not make it win. A sobering thought, my masters.

When racing commenced the idea was that two men, driver and mechanic, were trying to get from A to B faster than anyone else. When circuit racing began the idea continued; as a result only driver and mechanic were allowed to touch the car and if they could not cope so much the worse for them.

But in due course it occurred to someone that, after all, it was the car which counted; so a single spare driver was allowed (and a pretty shocking time the poor wight had, for no one worth his salt would hand over the wheel once he had it). Rumour suggested that it was very dangerous to have a meal with a spare driver unless there was a "taster" present.

However, things got out of hand on the Continent in the way they do and presently it was noticed that odd drivers took over at any moment, thereby making it very difficult for spectators to grasp what was happening from their programme and inducing a fine fury in those competitors who thought that they had happily got rid of some famous rival only to find that he had turned up again on another car. Herr Hamhand, moreover, who was getting along well with one of the team cars, nearly burst a blood vessel when made to hand over his car to the blue-eyed boy of the team who, to his certain knowledge, had burst his own car.

But at least this idea emphasized the fact that the team was a team, not three individuals, and that it was the car which was important. Still, you could not expect promoters to like the idea, so rules were duly written either limiting the number of drivers who could handle one car or making it essential for the reserve drivers to be nominated beforehand so that they could be assessed for skill and also noted in the programme.

Top-Dog Factor

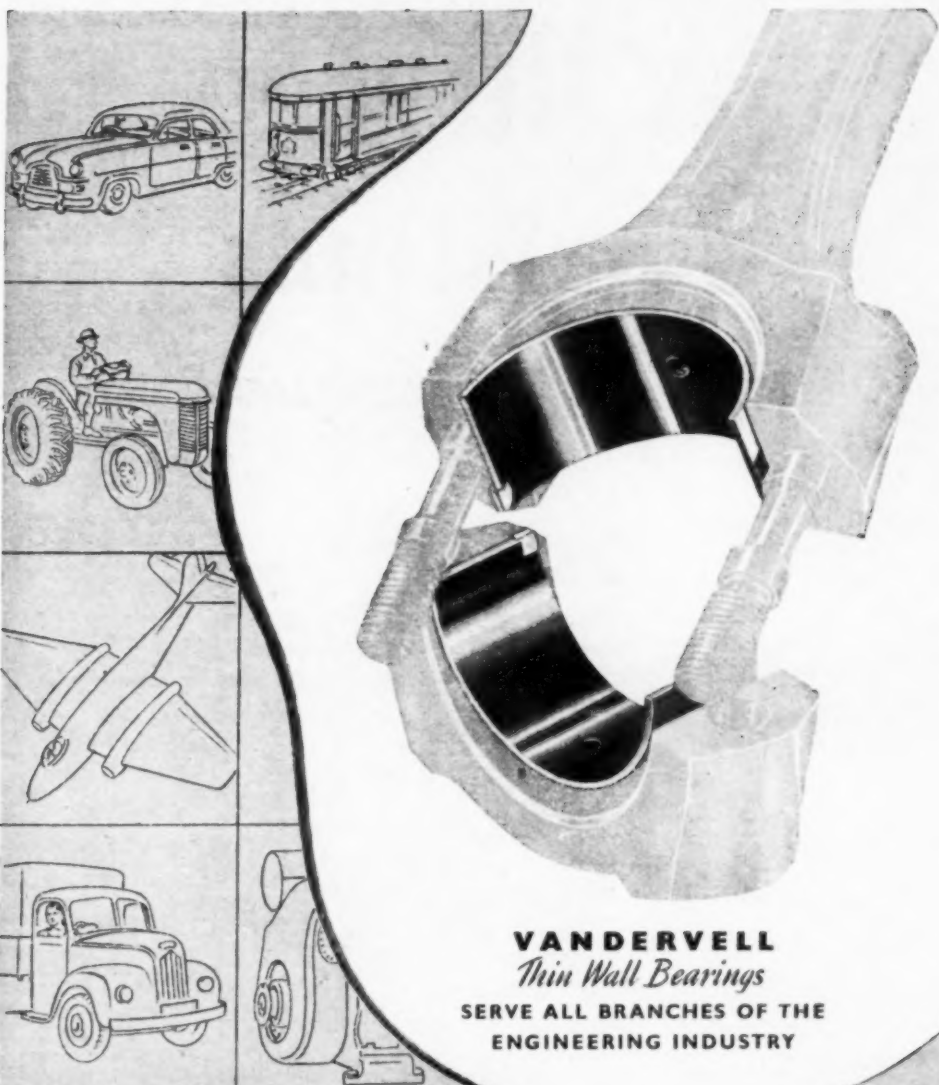
But all that blew up when the Championship was created, for that honour was personal and the car did not enter into it except as the medium for success. Promptly the F.I.A. rule forbidding a driver to handle more than one car was deleted. But no other rule took its place, so the substance for argument remained, one promoter doing one thing and another another.

From that arose the squabble before the British Grand Prix in 1951, the interpretation issued before the race, the stewards' decision that a driver could handle one car only, be he first or second nomination, the subsequent excitement on the higher level of international delegates and the final rule that, so long as a man was nominated, he could drive any of the cars in the team. After, the matter was argued by all the nations concerned at Paris, and the confirmatory decision was that any driver of a team could handle any car provided that he was nominated for that car.

Some consider this to be unfair; it handicaps the private entrant of one car who has not so wide a choice of drivers and who, incidentally, is naturally delighted if famous men are to be seen in cars that are in trouble. But team is racing against team and not driver against driver, in spite of the Championship, and if the best man drops out because his car is in trouble then surely he ought to be allowed to use his skill in order to pilot another car of the team to victory. To get the best from a car demands the best driver.

Anyway, this may act as a detergent for that fell disease, swelled head. But the team chief will have to be more tactful than ever.

CASQUE.



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A Merry Christmas

and happy motoring



To all our many motoring friends we send Sincere Good Wishes for a Merry Christmas. May the New Year bring many miles of Happy Motoring and *may all the lights be green.*

It pays to say **Esso**

ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1.

NEW YORK NOTEBOOK

by John Bentley

Elaborate as are the composite fly-over junctions which were designed for New York to New Jersey traffic via the Lincoln Tunnel, they have not solved the serious rush-hour traffic problem. The streets of Manhattan at 5 o'clock are packed with cars awaiting their turn to pass through this remarkable system. The ramps lead to and from the bus terminal; at the lower left of the picture is the tunnel exit.



DREAM CITY?

IMAGINE a city where you may drive for most of the day without having your ear-drums punctured by the neurotic and cacophonous trumpeting of automobile horns; where, when you indicate your desire to make a left turn across the path of oncoming traffic, the procession pauses courteously to let you through; where pedestrians may safely cross the broad, sunny boulevards but give drivers due warning because they can do so only between clearly marked parallel white lines; where traffic is fast-moving, yet, in the main, orderly and considerate.

A pipe dream, you say? No, reality. Such a city exists. Anyone caught blowing a horn needlessly is fined \$5.00. It is illegal to baulk a driver attempting a left turn across a traffic stream. Illegal for pedestrians to "jay-walk" at their peril and that of oncoming cars. What's more, these laws are enforced, although the city in question has more cars *per capita* (if one may put it that way) than any other in the United States. The nation-wide average is one car to every four people, but this city has one to every 2.3 persons.

Perhaps you've guessed it. The city in question is Los Angeles, California. I have just returned from there, and seldom have I been more agreeably surprised.

"MR. FIXIT"

AN enterprising Los Angeles garage proprietor and his wife have made it possible for the average motorist to become "Mr. Fixit" to his own car, thus saving labour costs, which in America are terrific. Ray Woolley, originator of this highly successful idea, was inspired by the enthusiasm

of many friends when he formerly ran an engine-overhauling shop. "They always wanted to work on their own cars at my place," he says. "They used my tools and found it handy to have me help them if they got stuck. That's what got me started on the self-service garage idea. . . ."

Woolley picked the largest building he could find in a residential quarter and marked out the floor into 22 rental stalls. He installed two chain hoists that run the length of the building on overhead rails; cleaned, painted and scrubbed his floors for six weeks; bought many sets of tools and opened his doors, the poorer by \$4,000 (£1,428). The result was astonishing. He hoped to break even during the first year, but instead got back his investment in the first six months!

Here's the way this unique establishment operates: You can reserve space at \$1 (7s 1d) per hour, or \$2.50 (17s 10d) for a 14-hour day. For this sum you get free jacks, a movable workbench with vice, and a tray for washing dismantled parts. You also have the use of the hoist. If you want tools, you can rent a complete set for \$1 a day, accounting for them before you leave. Or you can use your own tools. Spare parts for all makes are obtainable on the spot at competitive prices and Woolley has since added a fully equipped machine shop and a steam-cleaning plant. If you get stuck trying to fit a new piston, a competent mechanic is at hand to assist you. Amateur mechanics vary in age from 17 to 75, and—believe it or not—there are many husband-and-wife teams, busily engaged in changing engines. The wives disconnect the bits and pieces while the husbands do the precision and donkey work.

Says Woolley: "It takes the average person about eight hours to do a job a professional mechanic could complete

NEW YORK NOTEBOOK: continued

in six." Not bad! A man of 75 changed the timing chain on his Pontiac, unaided. "This is the first time I've tried anything like this," he admitted. "I never had the tools before." Still more remarkable, a one-armed man actually ground the valves of his engine, requiring help only in adjusting the tappets.

Professional mechanics also find Woolley's self-service garage a boon. They make an appointment to overhaul or change a customer's engine and can do the job without a penny in outlay for equipment or overheads. "It's a pleasure to work with people who enjoy what they are doing," says Woolley. "And at the same time I am making money."

CONTAGIOUS

THOSE who imagine that car lovers at home have a monopoly of enthusiasm should harken to the bitterness of Henry McLemore, a Hearst newspaper columnist, who has obviously been impressed (in the wrong way) by this virtue.

"Among the people who annoy me to death are owners of foreign-make cars. . . . Just because they own a car that is uncomfortable, has the drive on the wrong side as far as this country is concerned (note the generous qualification!) and have a devil of a time getting spare parts, they can hardly drive the thing for acting superior. . . . It would serve these snoots right if all they could ever ride in was a foreign car. . . ."

Apparently "these snoots" must think so, too. Last year nearly 20,000 British cars alone were sold in the U.S.A., valued at \$16,750,000. A trifling increase of 200 per cent over the previous year, but, I venture to predict, far from the ultimate peak unless home production is hamstrung by war priorities.

PERPETUAL MOTION

NOT all American columnists have allowed the automotive iron (no pun intended!) to enter their soul. Frederick C. Othman, of the New York *World Telegram*, thinks he has discovered the secret of free motoring. "There is," he says, "a brand of engine oil that will increase your gasoline mileage by 8 per cent. An overdrive will boost it by 20 per cent. An air injector in the carburettor will give up to 40 per cent more miles. A special brand of gasoline will go 6 per cent farther. Some trick goo that you pour into the gas will make it last 12 per cent longer. A set of tyres with patented treads will give you 9 per cent more miles per gallon. A special cylinder head will turn up 15 per cent better mileage. I know all this is true because I've been studying the magazine ads. So what I am planning to do is equip my old sedan with all these widgets, pour in one final tankful of gasoline . . . and from now on I'll ride free. I can't miss. They total 100 per cent perpetual motion."

Othman nearly forgot a variety of spark plugs that make each gallon of gas last 10 per cent longer. Seemingly, a fortune awaits these products in England, where people have to pay (the Government) heavily for petrol.

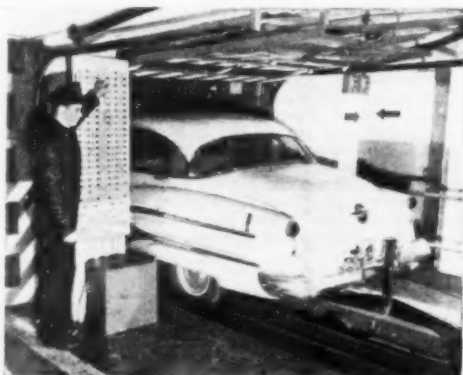
SLICING THE CAKE

CONTRARY to what might be imagined, the average Detroit hardware is used for recreational and social driving on only 16 per cent of its journeys. By far the biggest slice of its activities (52 per cent) is absorbed by journeys connected with work or business. Some 13 per cent of its miles are covered by milady on shopping expeditions, while the remaining 19 per cent is absorbed by miscellaneous errands, such as trips to the doctor and dentist, or taking the children to and from school. It looks as if that term "pleasure motoring" had best go.

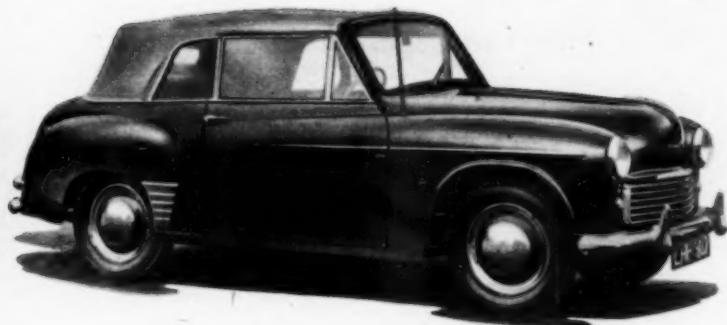


AUTOMATIC GARAGING

In Washington there was opened this month a remarkable "Park-O-Mat" garage. A car is driven inside and left by the elevator, with its brakes off. The attendant pushes a button; a dolly rolls out, passes under the car, erects arms which grasp the front and rear bumpers; this dolly pulls the car into the elevator; the door shuts and the elevator shoots up at 250ft per sec. Moments later, it is manoeuvred into a space upstairs by the dolly. The capacity of this tall, narrow garage is 72 cars.



The Autocar ROAD TESTS



DATA FOR THE DRIVER

HILLMAN MINX

PRICE, with convertible coupe body, £330, plus £95 18s 11d British purchase tax. Total (in Great Britain), £825 18s 11d.

ENGINE: 10.45 h.p. (R.A.C. rating), 4 cylinders, side valves, 65 x 95 mm, 1,265 c.c. Brake Horse-power: 37.5 at 4,000 r.p.m. Compression Ratio: 6.63 to 1. Max. Torque: 58.3 lb ft at 2,300 r.p.m. 14.3 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT (in running trim with 5 gals fuel): 19 cwt 0 qr 24 lb (2,144 lb). Front wheels 51.5 per cent; rear wheels 48.5 per cent. LB per C.C.: 1.7. B.H.P. per TON: 39.0.

TYRE SIZE: 5.50—15in on bolt-on steel disc wheels.

TANK CAPACITY: 7½ English gallons. Approximate fuel consumption range, 26–35 m.p.g. (10.0–8.1 litres per 100 km).

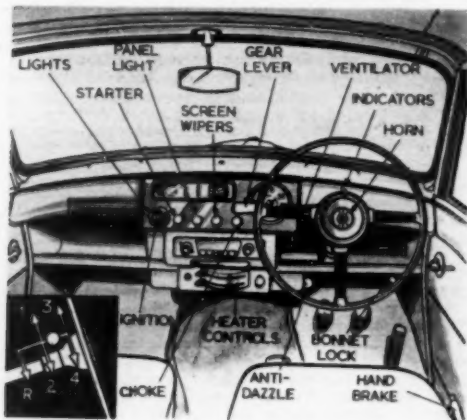
TURNING CIRCLE: 33ft 6in (L and R). Steering wheel movement from lock to lock: 2½ turns. LIGHTING SET: 12-volt.

MAIN DIMENSIONS: Wheelbase, 7ft 6in. Track, 4ft 0½in (front); 4ft 0½in (rear). Overall length, 13ft 1½in; width, 5ft 2in; height, 4ft 10½in. Ground Clearance: 7in.

Overall gear ratios	ACCELERATION From steady m.p.h. of					Speedometer correction by Electric Speedometer	
	10-30	20-40	30-50	40-60	sec	Car Speedometer	Electric Speedometer m.p.h.
5.23 to 1	13.3	13.6	15.8	20.4	—	10	10.5
7.78 to 1	8.6	9.3	12.8	—	—	20	20.0
12.80 to 1	6.6	—	—	—	—	30	28.5
18.60 to 1	—	—	—	—	—	40	38.0
From rest through gears to—						50	47.0
	sec		sec			60	56.0
30 m.p.h. ..	7.3	60 m.p.h. ..	32.3			70	65.5
50 m.p.h. ..	20.3					79	74.5

SPEEDS ON GEARS		
(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st ..	15–22	24–35
2nd ..	24–32	39–51
3rd ..	42–54	68–87
Top ..	70	113

WEATHER: Drying surface. Light wind. Air temperature 47 deg F.
Acceleration figures are the means of several runs in opposite directions.
Described in "The Autocar" of October 5, 1951.



The new convertible coupé has clean external lines. Rear passenger comfort is increased by the use of corner-pivoted windows in the rear.

No. 1451: HILLMAN MINX CONVERTIBLE COUPÉ

ALTHOUGH the name Hillman Minx has been familiar to the motorist for many years, steady progress and development work have, year by year, kept the model up to date. It speaks well for the original power unit, for example, when it is realized that a similar, but more advanced, version of the four-cylinder side-valve engine is still in use. The shape of the car has, of course, been changed on many occasions, with the result that, compared with the 1932 model, the wheelbase is now one inch longer, while the overall height of the car has been reduced by some 9 inches on the saloon and 10½ inches for the coupé, which stands at 4ft 10½in in its rubber boots.

The reduction in drag obtained by cleaning up the lines and also by a possible reduction in frontal area because of the reduced height, would have produced a gain in performance and economy even with the original engine, but when it is remembered that the engine, too, has been developed and its power output increased, a considerable gain in overall performance is to be expected, and has in fact been obtained from the latest car now tested with the new convertible body. Just where the development will ultimately end is difficult to predict, because each time a new version is tested it seems possible to pull just a little more out of the bag in terms of maximum speed. Whereas the Minx saloon tested by *The Autocar* in December, 1949, recorded a top speed of 67 m.p.h., the convertible reached 74 m.p.h. as the best figure in one direction, the mean maximum speed being a genuine 70 m.p.h., which is no small achievement for a side-valve engine of little more than 1½-litre capacity. Perhaps it is this quality that makes it difficult to pass a Minx that is being really "driven" unless the other car is of a considerably larger capacity.

Although the engine pulls well on top gear, if average speeds of 40 m.p.h. and over are to be accomplished it is quite definitely necessary to use the gears, and the driver is perhaps encouraged to do so by the positive feel of the steering column gear change, which is a distinct improvement on some of its not quite so rigid predecessors. It can still be criticized, perhaps, on one point, and that is that the lever is not spring-loaded to give it a bias towards third and top position when in neutral; this may result in a slight grating unless the lever is held up towards the steering wheel when the change is made from second to third.

Using wishbones and coil springs, the independent front suspension provides a very comfortable ride, although there is a slight tendency to pitch. On the other hand, body roll is not excessive. At the rear, dual-rate half-elliptic springs



Deep overriders protect the front and rear of the car. Small separate side lamps are mounted below the double-dip flush fitting head lamps.



This view creates the impression that the car is much larger than in fact it is. A protective plate is fitted to the front of the rear wing pressing.

ROAD TEST . . . continued

and hydraulic piston-type dampers control the rear axle, giving an overall ride which is quite pleasing. There is complete insulation from all minor bumps, and noise level is not very high even allowing for the fact that this model is fitted with a soft top and consequently would be less likely to drum than an entirely metal body.

With two and a half turns from lock to lock the steering is more direct than on the last saloon model tested, which required three and a quarter turns, and there seems no doubt that this reduction has effected an overall improvement without making the steering actually heavy. The Minx quickly creates the impression that it will be very obedient. However, occasionally it did seem that there was just a slight sting in the tail. With two-up loading the steering appeared to be approximately neutral on the straight.

The Lockheed two-leading-shoe brakes prove to be quite adequate in stopping the car from high speeds, although the pedal pressures required are rather heavy. On the other hand, no fade was experienced during the peculiar and arduous conditions of performance testing. The clutch is light in operation and has a smooth action. Generally, the transmission is quiet, although a certain amount of noise is produced on the indirect gears.

As regards driving position, the steering wheel is of the right diameter and is pleasant to hold, but the relationship between seat adjustment and the pedal positions results in a cramped ride for a tall driver. Also, the low floor level necessitates a large tunnel which considerably reduces the space available for the driver's left foot. It is not intended to imply that the car is instantly uncomfortable, but that after distances of 200 miles the lack of leg room becomes apparent to a tall man. Also, the seat cushion is rather narrow



The hood mechanism is designed to permit opening to the coupé de ville position in fine weather.

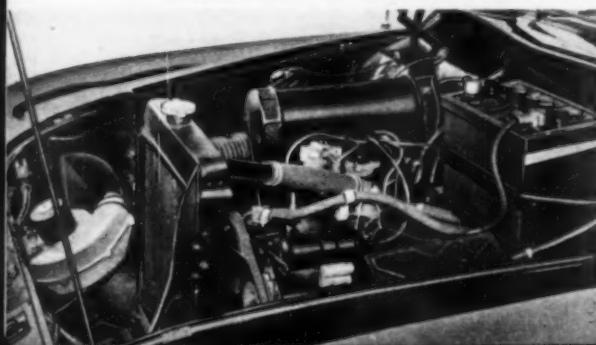
and it does not provide very good support. On the other hand, the seat backs are nicely shaped and locate the passenger, preventing him from sliding sideways if the car is cornering quickly. The pedals are well shaped and conveniently spaced, the faces being grooved to prevent the feet slipping on them, as no rubbers are fitted. All the minor controls are conveniently grouped in a row below the instruments, but the dip switch, previously fitted in the hub of the steering wheel, is now foot-operated and placed in the small space between the clutch and the central tunnel. The hand brake, on the right of the driving seat in a right-hand drive car, is very robust and earns full marks for convenience of normal operation and also as a device for stopping the car. A greater range of seat adjustment would be appreciated, and there seems to be no reason why this should not be provided, as at present with the front seat pushed right back there is still a reasonable amount of room for the rear passengers.

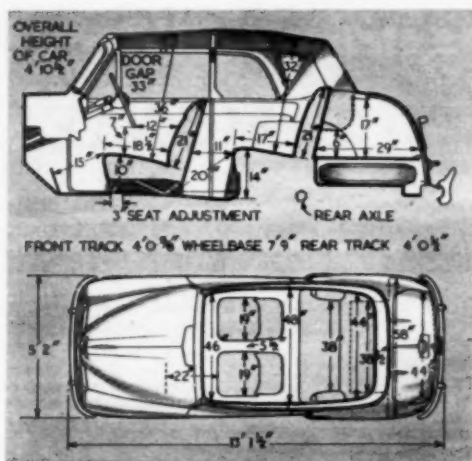
Three-position Head

In the past some coupé bodies have been prone to draughts and rattles and it is a credit to the body makers that this model is, generally speaking, free from either of these vices. The folding head, made of a plastic material, is very well fitting and secured by a complicated arrangement of bracing struts which enable the car to be driven in the enclosed, coupé de ville, or fully opened positions. Some difficulty was experienced in both opening and closing the head, but this may perhaps have arisen from the newness of the material. The rear seat is at a slightly higher level than the front seats but this does not greatly reduce the head room. Rear passenger visibility is above the average for a coupé because of the use of rear quarter windows, which are made to pivot and completely to disappear when the car is driven in the open position.

The head mechanism previously mentioned ensures that in the closed position the doors and windows can be sealed by the normal method similar to that employed on a saloon body, and this is quite effective in reducing draughts although they are not entirely eliminated. On the car tested this defect was more than compensated for by an extremely efficient heating and ventilating unit controlled

The engine compartment is well fitted with auxiliaries. To the left of the battery is the radio unit (when fitted as an extra), while forward of the radiator is the heater fan.





Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

by a switch and two sliding knobs. The upper knob regulates the proportions of air supplied to the windscreen or around the toe board, while the lower sliding knob controls the temperature. The heater unit was found to function effectively after the car had been driven for only a mile from a cold start on a frosty morning.

Forward visibility is very good, though with the head closed the shallow rear window limits the driver's view to the rear for manoeuvring—a common fault with coupés. The view given by the driving mirror is just sufficient. The small rear side windows help to reduce the blind spot again associated with this type of body.

The interior of the Minx is very neat and practical although there are very few fittings. On this model, excluding the radio and heater, which are optional extras, there are an ashtray and a useful parcel tray running below the fascia. The front carpet is a composite affair with large



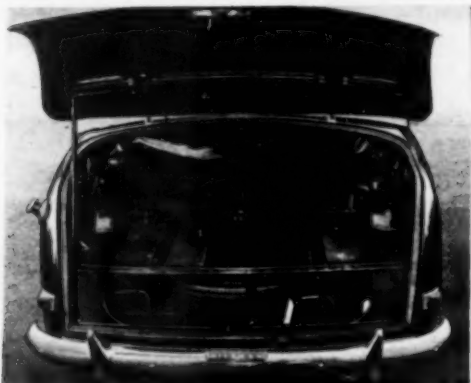
With the head lowered, the Minx is converted to a comfortable four-seater open tourer with good protection.

rubber treads attached to the central portion of carpet which covers the tunnel. The result is very neat and yet extremely practical and it should be very simple to keep clean. Conventional carpet is fitted in the rear compartment. Sun vizors and an interior light would be useful additions, although, of course, such equipment would make the car more expensive.

Unlike the state of affairs in some convertible bodies that have been produced on a saloon chassis, the Minx luggage locker does not appear to be reduced in size, except that when the head is lowered it drops into a plastic bag which extends into the luggage locker. However, when the head is in the raised position this projection can be folded up out of the way.

For a car that travels at 70 m.p.h. the single horn fitted is barely up to the task required of it. On the other hand, the lights are powerful and have a good spread. Starting from cold was instantaneous even after the car had stood in the open all night with the air temperature well below freezing point, and the choke could be pushed right in after quite a short space of time.

Judged by standards of both performance and economy the Minx is a very desirable car in its class; it is roomy, economical and has a useful turn of speed, and also a certain smoothness associated with a side-valve engine.



A plastic case extends into the luggage locker to accommodate the hood. Both the spare wheel and the tools are housed in a separate lower compartment.

Forward-hinged doors permit easy means of access to the front and rear seats. The front seat backs are fixed to the seat frame and the complete seat hinges forward on its front mounting.



TERRIFIC ENTRY FOR 1952 MONTE CARLO RALLY : KEEN STRUGGLE CERTAIN

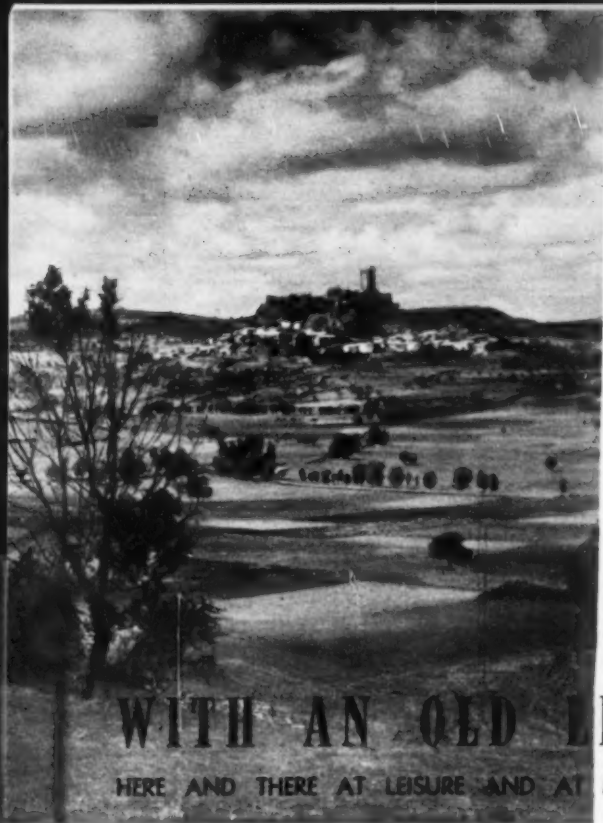
From Glasgow, Stockholm, Oslo, Munich, Palermo, Lisbon and from Monte Carlo itself, 369 cars and their crews will start in this grueling event, each with the highest hopes of a successful run. Last year, out of the 337 starters, only 111 finished without losing marks on the road section, a further 272 arriving somehow at the finish, often with sadly bent cars and long tales of the struggle.

The cars are divided into four classes by engine capacity: up to 750 c.c., 751-1,100 c.c., 1,101-1,500 c.c., and upwards of 1,500 c.c. It is interesting that Louis Rosier, champion racing driver of France and a hardened Monte Carlo competitor, has this year abandoned his usual 750 c.c. Renault for the opposite extreme, a 41-litre

There are 92 British entries, the majority starting from Glasgow. Among them are the names of Ken Wharton, Ian Appleyard, S. H. Allard, T. H. Wisdom, Gordon Wilkins, and the Holt brothers. Another well-known name is that of Stirling Moss, who is taking part, for the first time, at the wheel of a Sunbeam-Talbot. His co-drivers are Desmond Scannell and I. A. Cooper.

[illegible]

Or sunshine... Monte Carlo, 1950.



WITH AN OLD LIGHT IN FRANCE

HERE AND THERE AT LEISURE AND AT MODEST COST : by LILIAN GRAY, F.R.G.S.

The castle on its height, looking out over a rich plain, with the village around its feet, at Polignac, near Le Puy-en-Velay.



THE AUTOCAR,

TO buy an old (1936) Morris Eight tourer on impulse, because it looked "nice" (being newly cellulosed) outside the dealer's and then, on the strength of a re-conditioned engine but taking the rest on trust, to take that car to the south of France via Brittany was, I suppose, a gamble. Nevertheless, 2,439 miles were covered with only one small repair bill, one purchase (a horn), and one brief, but costless, hold-up.

If I make practically no mention of Picardy and Normandy it is with no lack of liking for these two provinces. On the contrary I am grateful to them. They provided me with an ideal introduction to a small car which had probably never been abroad before.

Originally, I intended to concentrate on Brittany only; no formidable hills, not too far away in case of trouble! But the Duchy's frowning mood of drizzle and rain drove me away in the end. Even so, on looking back, I realize that there were quite a few highlights. For one thing, "Dimky" (DMK) did not mind the wet in the least. The hood proved watertight, the screens were in alignment; quite often the car was out in a coldish rain all night, yet never showed temperament next morning—not even after a penetrating sandstorm.

Of course, the sun shone just occasionally, making more lovely the golden bays and moorland vistas, more mellow the stone Calvaries and wayside shrines. It shone while I wandered through Morlaix market, and gleaned fitfully in

medieval Dinan. Greatest concession of all, Mont St. Michel was as I had always dreamed of it—sheer from a calm sea, a slight haze of blue enveloping its ancient monastery. Yes, I know; it is in Normandy. But to me it was the entrance to Brittany.

It was on some very secondary road near Quiberon peninsula that the oil cap and nozzle bumped out. However, the proprietor of the next small garage used the grey matter under his beret very well, and managed to make a tube fit and then secured it by lavish wiring. That make-do-and-mend did its job of anti-splash efficiently at the reasonable charge of 125 francs (2s 6d) for over an hour's work.

I hate changing plans, but there are limits of endurance for a sun-lover. I got all the Michelin maps necessary to take me somewhere to the sea below Narbonne, with a return via the Cevennes, Le Puy, Chartres and Versailles.

La Rochelle was the starting point—actually a place I was reluctant to leave, for the sun unexpectedly continued shining, and the fishing-boat harbour, ancient port towers and arcaded streets are very attractive. But by now the south was pulling, so inland we went, past Saintes, with a Roman amphitheatre quite well preserved and arch, through the cognac country—miles and miles of vineyards and Cognac town easily distinguished by its strong distillery smell—and pleasantly onwards to Angoulême, which possesses a cathedral as Byzantine-looking as any in Greece. The richly carved façade, fine doorway and pineapple pinnacles are a joy to see.

Brantôme stays in memory as a pretty little "island" place with a chateau, encircling waters, and one of the best meals of the whole tour. But an attempted charge of 40 francs (10d) next morning, for air (in addition to petrol and oil), is not so happy a recollection.

Towards the Dordogne valley the country got lovelier and lovelier—at times it was driving through parkland. The road was not wide but well kept, and often flanked with rocks wherein are prehistoric caves which can be visited. Having been in some of the finest on the Continent

(Castellana, Italy) I did not stop—but the famous Lascaux caves were another matter. To reach them I branched off at Les Eyzies for Montignac, and thence up a narrow winding road to their entrance. I had been seeing GB cars less and less, but here I met them again. No wonder. These amazingly fresh wall and roof animal drawings in black, red and ochre, executed by primitive man under tiny wick-lights of about 60,000 years ago, were worth crossing half Europe to see.

At Cahors we gazed delightedly at, and then drove over, one of the finest surviving towered bridges of A.D. 1308. Just to give emphasis to its continuing use a signpost at the approach nonchalantly gives mileages to Moscow, New Delhi, Paris and New York, among others!

Scrub land, with its sparse, arid vegetation, is by no means appealing, but I was glad to see it soon after Cahors—it meant I was getting south. By now the hood was permanently down, and driving in an open car a pleasure. Moreover, the way took us over a lofty tableland and the views were most rewarding. I left the main road before Montauban as I wanted to get off the track to some of the hillside villages; Montricoux, Brunequell, Penne, Cordès. Picturesque, colourful, unspoilt, perched on hillside shoulders reached by bad roads, hot, somewhat earthy—go to such as these if you want to sense that something which spells *Midi France*.

A Good Climb

Back on the highway then, to a parking place outside Albi cathedral. This looks more like a fortress than a House of God, with its gaunt, rose-red embattled brickwork and high slit windows. Even inside, a martial impression persists in the strongly patterned geometrical murals.

Next morning found me at Mazamet, looking rather speculatively at the *Montagne Noire*. But the perfect cambering, smooth road surface and engineered hairpins made this ascent of 3,000-odd feet merely a matter of unhurried second gear. So far as my experience goes, by the way, the roads of this *département Tarn* are more uniformly excellent than in any other.

1629

The author's old Morris Eight; and the rather older, 14th century, towered bridge at Cahors. Very few such good examples of the fortress-bridge can be found.



Up and down hills richly endowed with sweeping views, at last we neared an objective I was almost afraid to reach for fear of disappointment. I need not have worried. Carcassonne, on its elevated skyline, looked shimmering, ogre-held. Its pointed turrets lured me, through the busy modern town, up to the *ciudad* park. Founded in the 5th century A.D. by the Visigoths, this walled stronghold has been lived in, more or less, ever since. Luckily it was siesta hour, otherwise I think the cars within its narrow streets would have spoilt—at any rate for me—its medieval atmosphere.

With Carcassonne achieved, I wanted only one thing—the "Med." Yet too much hurry was not advisable, for it was grape-gathering time, and carts, lorries and people were busy from one vineyard to another. At last we were through Narbonne and excitedly took the coast road. The first small spot on the map had been bombed out of habitation, the second was too much a weekend shanty town, the third had only wet sand—but the fourth, Leucate Plage, was just what we were looking for. For here, as my tiny, almost-in-the-sea hotel told me, was *la Côte Révée*. And Dream Coast it really was—just a few villas, miles and miles of silvery, lonely sands, and in the distance the foothills of the Pyrenees.

Time, tide, and currency restrictions wait for no woman or car, however. This setting of Van Gogh had at last to

At La Rochelle the harbour has a tranquil inner basin.





Angoulême, which has a cathedral of Byzantine style.

WITH AN OLD EIGHT IN FRANCE

continued

be left behind. Passing through Beziers and Pézenas along an undulating road, interest soon quickened, for ahead were the Cévennes. These are not particularly high, as the loftiest peak is only 5,754 feet and my route did not take me above 4,700 feet, but abrupt in formation and savage in beauty. At times densely wooded, at others, on the plateaux called *causses*, bare, little inhabited, rugged, occasionally positively oppressive, off the main commercial or tourist ways—the Cévennes proper are not for those who like well-frequented roads.

I had not the slightest desire to explore any of those parts marked by Michelin as *difficile ou dangereux* more than I could help, but by turning off above Lodève, partly following the valleys of the Via and Hérault, and making a round tour taking in the little towns of Ganges, Valleraugue, Dorbies, Nant and La Cavalerie, I had only one such short stretch to do. The roads are highland, more than Alpine in their twists and turns, barely sufficient two-carriage width at their minimum, fair to pretty good as regards surface, and at times they certainly required caution or confidence. But the scenery! It made one wonder why this startlingly lovely region is so little traversed by the French themselves.

Mountain Halt

It was in the Cévennes one very hot day that my Eight all at once went *s-s-s-s-s* and stopped dead. I remembered being told that altitude plus heat is a source of trouble with small cars, so hopefully waited a while. No response. Hobson being in command I waited another fifteen minutes. Then, to my thankfulness, life came back and not only did "Dimky" go over the top of the col but gave no further trouble. This was the only involuntary halt I had during the whole journey.

Getting back to the "red" road *en route* to Millau was like returning to civilization. Millau is near the entrance to the celebrated Tarn Gorge, which is about thirty-seven miles long, 1,300-1,650ft high, and is certainly worth doing if your itinerary brings you within reasonable reach of it. For more dramatic effect, take a boat (possible at places) on the waters below, and then look up!

Now, a word of warning for any who may wish to go to Mende. Do not take the hairpin road which leaves St. Enemie, at the end of the gorge. The road is narrow, entirely unprotected on the valley side and if, on meeting, the car on the outer side loses grip there is absolutely nothing to prevent it somersaulting non-stop to the Tarn below. It is certainly not a short cut to be recommended.

Over the cold, wind-swept Col des Tribes we went, and

along the romantic valley of the Altier, joining the road just above Villefort, and crossing the Velay Plateau with Pradelles (3,796ft) its highest point, to Le Puy-en-Velay. This is indeed a fantastic place, with volcanic-formed pinnacles jutting up in the middle. It is a place of pilgrimage, too, and thousands come each year to the "Black Madonna" in Notre Dame cathedral, as well as for the novelty of climbing up inside the huge red statue which dominates the town.

From Le Puy-en-Velay to La Chaise Dieu, to see the ancient abbey and tapestries. But what a change of scenery again. For here are pines, wooden chalets, snow-guards at road sides, autumn crocuses in September. The roads were patchy, with at times more pot-holes to the mile than is normal even for yellow routes. My next stop was at Bourges, for its cathedral. This is a particularly fine, lofty specimen, with brilliant stained glass windows and an imposing front. Orleans cathedral, badly damaged at the west end, can be left out if time is pressing, but Chartres, farther north on this plain, is another story. Considered by experts to be France's greatest treasure, here are some of the finest stained glass windows in Europe, and over 2,000 medieval statues inside and out.

The weather, now that I was more north, was much about the same as I had left it over three weeks before; dull, cold, rainy. For this reason Rambouillet, where is the summer chateau of the French President, the Palace of Versailles, and their extensive gardens could be wandered through only with restricted pleasure.

At Versailles it was that I had to buy a new horn. Having had to work much too hard in its old age, the original first petered out to gruffness, then squeaks, and finally stubborn silence. It was, as the mechanic said, *tres fatigué*.

Just a few practical details may be of interest. Most of the petrol used was *essence ordinaire*. Total cost of petrol in France, £12 5s; oil, 19s 5d. Garage accommodation varied from 50 fr to 100 fr. Average consumption of petrol, 40½ m.p.g.; oil, 1,452. I set myself no particular distance or speed per day, but, because I guessed the long-term limitations of a small engine, rarely went at over 50 m.p.h. for long.

A side street in the little-visited Brunequell.





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CARS and the MAN



NOTES ON THE INFLUENCE OF CARS ON THE PERSONALITIES OF THEIR OWNERS

I AM in a distant place. My friends, who are wishing that I had not come to visit them, are enquiring whether I have had bad news, or given up smoking, or something? But the truth is that I have made the long journey under the influence of my car. For long hours "she" has been the angry bee trying to buzz its way through a sheet of plate glass; wrists of steel have checked her wild deviations on the straight and yanked her out of the ditches on the corners; a foot like a steam hammer has been thrust down as she thudded her weary way up slopes, and rear-quarters of lead have thrust down against her peevish bucking. An angry, striving little car. Dinner at the Borgia Arms (stewed missionary *à la mode*, prunes, Nile water) had been a relief. The silence!

All this leads to my opinion that the stuff one sometimes reads about cars having a personality (pace The Scribe) is rather nonsense, for they are only steel, rubber and glass, although they may reflect the personality of their designers. But they do give their owners a personality, like dogs (a Pekinese or Great Danist can be recognized at a glance), and this is extremely important.

It is interesting to study the results of the extremely varying influences to which are subject the professional motoring journalists, if you happen to know any; they can be found, like Chloe, in the dismal swamplands at weekends. They are all of them, but especially the professional Road Testers, perfect chameleons. Their friends seek them out or avoid them according to their current car environment.

Sans peur, mais sans reproche

It is greatly to the credit of the sports car that it seems to have a beneficial effect on its operators, and though it may induce pneumonia it also seems to induce a certain competence and neatness, so that however ambitious the activities of the driver may be, they are at least competent and predictable. This is undoubtedly brought about by the fact that the various parts of a sports car are in direct mechanical touch with the operator, and not at the end of a sort of telephone line of rubber; it can with equal facility jeer at the ham-handed or click encouragingly to the neat. The sports car is, too, an old-fashioned girl and prolongs the Knight of the Road tradition, now vanishing, which dates from the days when Segrave and "Sammy" Davis were reconciling in the souls of boys the conflicting claims of King Arthur and the Meccano Age. I wish they had produced the Morgan Plus Four when I was seventeen—the Prefect's Dream, or the Sixth Former's Hope of Heaven!

Very different is the trials special. This is not back to Galahad but back to Nature, and a trials gathering, with its round, red, weatherbeaten faces, sturdy limbs round which are lashed the uncured skins of animals, and collective expression of primitive determination, resembles a gathering of Norsemen who are meditating a descent on an abbey. This kind of car forces its owner back to the good earth, with which it plasters him uniformly. The bouquet of cows and earthworms is only an outward sign; something else has soaked into the inmost man; see how he snuffs the weather, animal-wise, and studies the soul of the earth with questing toe.

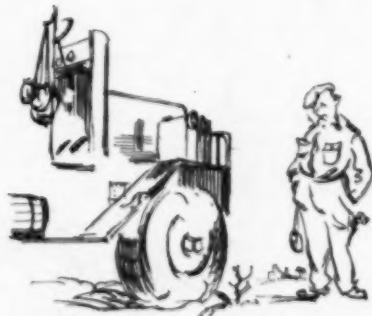
One can imagine a Martian, whose telescopic view of humanity has been subject to the usual astronomic time lag of a few aeons, visiting the earth for a current view in person: "So they have discovered the use of iron! The Stars help all those poor tigers and elephants!"

Perhaps the most powerful influence to which anyone can be exposed is a Rolls-Royce, its dignified appointments, refined progress and stately aura soaking into the soul of the

by J. R.
Davey



Chameleon-like nature of motoring journalists, exposed to varying influences.



Degrading influence on persons of good upbringing exercised by the military lorry.



Spiritual reformation accomplished by 28 Days in a Rolls-Royce.

rider and imparting an 18th-century Tone to the manner: none of this shouting out of the window—"What are you playing at, clot?" Perhaps a look of reproach, a quiet aside to the passenger ("A somewhat injudicious manoeuvre by that poor fellow, eh?").

I recall a striking instance of this. In the same week, I had the misfortune of doing wrong to a Rolls-Royce, whereupon the chauffeur started, "If you do not mind me

CARS and the MAN

continued



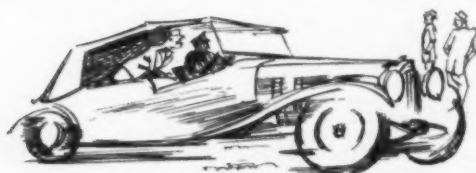
"Extras on which the car will insist as background."



"If you do not mind me saying so, sir . . ."



"He, by contrast, started with outrageous stuff . . ."



"It would have been very different with the sort of chap for whom the model was originally designed."

saying so, sir . . ."; and of being done wrong to by a taxi. He, by contrast, started with outrageous stuff about long thin streaks of biologically unlikely origin. Deplorable; I added it to the insurance claim.

It is the iron-bound, undamageable edges of a taxi and its tiny turning circle which lure its driver on to moral degeneracy, little by little, like Eric.

A passing thought—Which came first, the star-spangled manner or the chromium-spangled automobile?

A close runner-up to the Rolls-Royce as a powerful influence is the occasional surviving example of the blown 220 h.p. Mercedes, all tonnage and pigskin, with its mighty engine and harsh, tearing scream of supercharger cogwheels. I recently had a little ride in one of these brutes, and I well recall my resentment at the dilatoriness of the Lambeth peasantry in getting out of the way. It would have been very different with the sort of chap for whom the model was originally designed. . . .

"Klaus."

"Jawohl, Herr Ober-Hauptmann!"

"These peasants are insolent. Stop. Shoot six. Any six."

"Jawohl, Herr Ober-Hauptmann!"

His sabre scar bends a little (he cannot smile) as he fishes the Luger out of the facia locker.

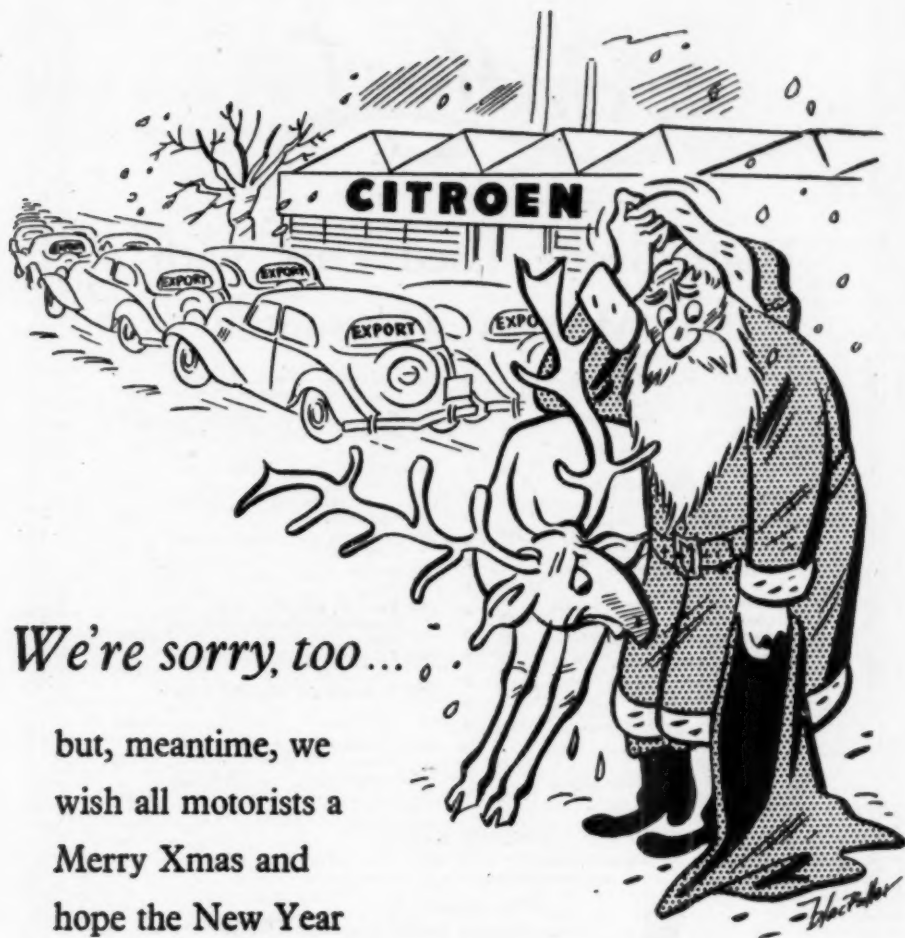
It was a very different man who was once under the influence of one of those square, battered Service lorries camouflaged by shovelling a bit of the scenery over a coat of wet paint. This Tugboat Annie of a vehicle had a heart of gold but a coarsening influence. The inmate not only lived but slept in her, too. How drooping was the Woodbine which hung from a corner of the mouth, how easy-going the attitude, how indifferent he was to property, his own, other people's and King George's; how rusty the cannon which hung down the side of the baggy trousers. If they had given him a reformatory 28 Days in a Rolls-Royce he would have stopped after a mile to polish the cannon, throw away the Woodbine and press the trousers by driving the Rolls to and fro along the legs.

Departmental Extras

Before we leave this particular car, the psychological implications of which are so complex and fascinating, it should not be forgotten that if you are saving up to buy a Rolls-Royce with the object of improving your character and deportment, considerably more than the list price is required to cover the extras on which the car will insist—as is made clear by the advertisements—as background. Its influence extends not only to the owner but also to his home, and he will require one or two hunting crops and a copy of *Vogue* (*The Autocar* will do instead), to drape carelessly over the Hepplewhite whatnot in the hall, and an oil painting by Fra Umbilicus (*circa* 1300), of cupids, shepherds, nymphs, satyrs, more whatnots, etc. If you can only run to a spotlight, get an Anglia.

A very great formative influence on character is exercised by the fourth-hand Good Goer, possession of which is an inevitable stage in the education of a young man. The subjects in which a rapid improvement will take place are as numerous as those in the prospectus of a correspondence college. Humility, persistence, financial ingenuity, back-of-envelope draughtsmanship, a knowledge of those aspects of the law which most often vex the Briton, physical toughness and resistance to weather, elementary engineering, including the use of the screwdriver as a cutting tool, all these things will be added to him. They will be found invaluable in all aspects of life. There is a great gap set between young men who have had this experience and those who have not which employers are quick to spot. Let the owner of such a car reflect on the good which it is doing to him.

There are certain models—have you noticed?—which undoubtedly exercise a baneful influence on their owners, but it would be invidious to be more particular. Anyhow, watch your car. It can have more influence on the future You than heredity, race, climate, occupation and diet. Or even women.



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The Best (?) Is Yet to Come

EXPERIENCES WITH THE NOT SO NEW CAR

by Gordon Horner



1633

"Assumed a banana-like posture."

WE always call him Bofors because those were his guns in the last war. Definitely a press-on-regardless type, an incurable optimist. This small piece concerns his recent experience with a six-cylinder 15 h.p. Morris Oxford, circa 1930.

Conventionally enough, he was short of cash and, with family duties requiring weekly trips to Ringwood, near Bournemouth, a car was plainly indicated—especially as return rail and bus fares for himself and wife amounted to nearly £3. By a not uncommon coincidence, a Ringwood garage proprietor had "just the job" for him. And for a mere £55.

Since a friend assured Bofors that the car would fetch £130 in the Midlands there did not seem much risk of loss. It went, too! Body and interior were on the rough side, but two of the tyres were treads and, although the bearings thumped a trifle, the engine was not unduly noisy. Everything worked (apart from the choke and thermostat), whilst the vendor made big talk about the battery being charged at the rate of 20 divisions on the ammeter. Subsequently a London garage declared that unless the rate was reduced the electrical system would burn out. Lights were fair, clutch was noisy and the starter erratic. The oil pressure was very low at about 8 lb per sq in, but on the steering wheel was a lever varying the battery charging rate, the lights and dimming, too. It worked perfectly. There were finger ignition control and a "crash" box.

"Snip"

On the trial spin the car cruised at 45 and sailed up several hills on top. It handled well if the driver was prepared to work a little, and hard springing and plenty of weight permitted the Morris to out-corner many moderns. For £55 it seemed a genuine bargain. Money changed hands, the man of property took to the road and, in the strange way of things, the car almost at once started to boil, whilst the bearings, with pronounced anti-Bofors bias, knocked most offensively. The car was "taken back"—likewise the seller, who could hardly have expected business to be renewed so soon. First the thermostat was thrown out (but without effect), then a meeting of all hands declared that the ignition must have been over-advanced and that, as the radiator was bunged up anyway, the car would have to be left for flushing. Bofors collected it a week later and on this occasion returned to London in 3 hours 10 minutes, a time never since approached.

He was now somewhat wiser in the old car's ways, advancing the ignition far enough to avoid continual boiling but not so far as to produce excessive knocking.

But the catalogue of his troubles had barely begun. Im-

mediately on arrival, his best-looking tyre collapsed and was found to wear a large and necessary interior gaiter. A few days later a second tyre succumbed. Bofors now tried some really thick oil to ease the knocking, and, of course, the weather turned icy and the engine refused to turn at all. A Primus stove under the sump for half an hour was necessary before the gummed-up crankshaft freed.

Now to the vital question of costs; these are pretty high, considering that the car is left out all night and that no regular maintenance is done by the garage. I am including tips, parking lantern, the loss by siphoning of three gallons and the cost of the filler lock bought as a result. Also a quarter's tax at £5 3s and third-party insurance for the quarter at £4. Cleaning radiator and plugs, fitting the new tyre and tube, another spare wheel, some very small repairs and one tow-in, plus petrol and oil for 1,280 miles, also boost the financial pressure. Petrol consumption is 20.7 miles to the gallon and oil about 90 to the pint. Over a period of ten weeks the bill has been £38 3s 4d, or about £3 15 weekly.

The car is going very well and makes regular runs to Ringwood without fuss or bother. Disdaining to sneak through space in the streamlined fashion, it pushes bluffly forward at a cruising speed of 40 per. Its solidity was demonstrated in dramatic fashion when Mrs. Bofors unaccountably chose to drive through a wall rather than round it. Effect on car: virtually nil. Effect on wall: disastrous. It would appear, too, that this strength is generally recognized, for pretty things in pressed steel depart from the Morris' path with respectful speed.

All in all, Bofors is well pleased. Buying such an old car is always a gamble, but, had it proved a bad one, no doubt it could have been sold at a colossal profit in London. Now the plan is to fit new bearings—finance permitting—and run the old car for as long as it will go.

All the above and more I was told as we bowled along to the last Goodwood, and, as a good passenger should, reciprocated with the story of an experience in another friend's ancient sports car. The frame of this car broke some 80 miles from home. The hood fell on our heads, the doors flew open and the car assumed a banana-like posture. Undismayed, we applied our backs hard against the seat, our hands and feet to the fascia and floorboards respectively, braced ourselves, then with a one, two, three . . . heave, pushed like the devil and, as it came up again, caught and held it with the doors. At this point some acknowledgment should be made to the sporting encouragement of several amused bystanders.

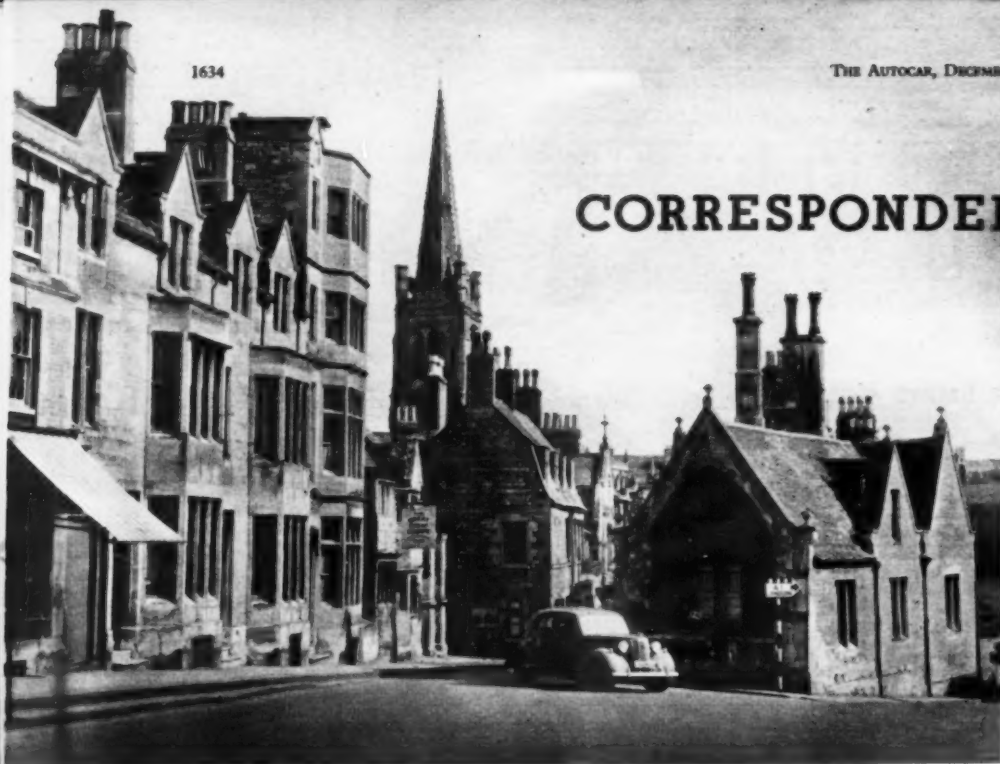
We then commenced the journey back to base, but, unfortunately, nearly every bump opened the doors and we gave frequent performances of our heaving act. Had we chosen to walk home we could not have been more exercised. Then came the rain, so bad that to see anything we had to drive hoodless. Water swished round the cockpit and we were soon soaked past caring, so, alternately singing and cursing, we proceeded amiably enough to London. It would be difficult to explain why we enjoyed all this, but the fact is that we did.

Poor old . . . I mean, lucky old Bofors . . . I predict many such good times ahead of him.

"Pushes bluffly forward at a cruising speed of 40 per."



Gordon Horner . 51



Stone pinnacle and summits, but this time man-made. St. Peter's Callis, a pleasant corner of Stamford, Lincolnshire, where the sandstone of the district has provided an elegant building material.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH 'THE AUTOCAR' DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, 'THE AUTOCAR,' DORSET HOUSE, STAMFORD STREET, LONDON S.E.1.

SELECTED REPRESENTATION

"Only the Evils of Monopoly"

[63866.]—Surely Mr. A. F. Latham touches the real issue when he asks [63820], "Is the new system better for the motorist?"

The answer must be "Yes," if the personal touch of the local garage owner and the financial and technical backing of big business combine to provide trained and enthusiastic forecourt personnel and, as available, high-quality fuels. But, although there are many "tied" service stations in this province, I have never yet had windscreen wiped, tyres, oil or water checked, without making a specific request. Indeed, only last week my really dirty windscreen was "cleaned" with a dry rag, the attendant expressing regret that he couldn't do better without water!

If my experience is not isolated, it would appear that selected representation will produce only the evils of monopoly without any offsetting advantages to the motorist. J. C. MILLAR.
Belfast.

Where Were All the "Tin Shacks"?

[63867.]—As your leading article and my letter in the November 16 issue [63777] were similar may I be permitted to answer Mr. G. E. Cave [63830]?

Mr. Cave fails to see any disadvantage in choosing a garage rather than a pump to obtain a certain brand of petrol. May I suggest, then, that he puts half a gallon of petrol in his tank and then drives along a main route with the object of filling up with a brand such as Cleveland? In this district alone six out of the seven filling stations represent the same company.

The "tin shacks" after the war became very few and far

between because good businessmen do not need the petrol companies to tell them that smart stations attract attention. Training, advertising and so on, must be reflected in the price of petrol; e.g., if the loss to the petrol company on these things amounts to 3d per 1,000 gallons this must be recovered and the only practical way of doing so is to add 1d on to the price of petrol. As to the training being worth while, I am willing to clean my own windscreen and have my petrol served by someone in dirty overalls if it means paying 1d per gallon less for petrol.

As a practical suggestion may I point out that, if a proprietor with, say, four pumps picked four brands he wished to sell, and then, if all were agreeable, the companies not represented installed new pumps free of cost provided that only *their* petrol was sold from such pumps for a period of three years, everyone should be happy. I am afraid, though, that the biggest trouble is fear; fear by the garage owners that if petrol becomes scarce and they are not 100 per cent for one company they will not get supplies. Surely such a situation could not arise, because then petrol would be rationed and would have to be supplied against coupons.

Leeds.

ALIC MAUDE.

TO SEE OURSELVES . . .

The English (and Americans) Abroad

[63868.]—Having just returned from a trip to Paris and back I can heartily endorse Mr. Gilbert Collet's remarks about French roads [63779].

I drove a 1950 Minor tourist fitted with a Nardi water pump coupled to the after end of the dynamo (maximum temperatures in the header tank were thus reduced to 65 deg C), and cruised comfortably, safely and consistently at an indicated 100-105 k.p.h. As the Minor's indicated maximum is 110-115 k.p.h. it is reasonable to assume that my true cruising speed was in the neighbourhood of 50 m.p.h.

Roads, road surfaces and road signs are all that could be desired. The Minor suffered no new rattles and nothing worked loose.

Food everywhere was excellent, more so where particularly recommended by the Guide Michelin. But the average Englishman and American will, alas, never know anything about this.

For in every restaurant they were found, the food ordered by them was invariably "beef steak a la pomfrit," or so it sounded.

As for Paris itself, why shouldn't traffic there travel faster than it does in London? Or should all capitals pattern themselves on London? Road manners, too, will vary from country to country, and I for one won't be made miserable to the extent of writing to *The Autocar* because the road manners of the Spanish driver are not as good, or as bad, as those of his French, Portuguese or Italian counterpart.

A. H. R.
Lisbon, Portugal.

AUSTIN SEVEN

Less than £200 Basic for £300 Retail

[63869].—With regard to my letter which you kindly published in *The Autocar* dated November 30, it has been pointed out to me that my calculation was wrong and that, in fact, in order to market a car at the price of £300, the basic price would have to be £191 7s 6d, with a purchase tax figure of just over £108.

I very much regret the mistake and hope I did not mislead many of your readers—almost any of whom, I am sure, is better equipped to deal with such calculations than I am!

Birmingham.

ALAN HESS,
Public Relations Officer,
Austin Motor Co., Ltd.

ZEBRA CROSSINGS

Three Measures for Improvement

[63870].—Three points come to my mind in connection with the new system. First, the number of new crossings should not be one-third of the number originally on the roads, but two-thirds. It is too much to expect pedestrians to walk any great distance out of their way to cross the road.

Secondly, those pedestrians who do not use the crossings should be prosecuted if they endanger the lives of anyone by their carelessness. It is only too easy for an inexperienced driver to lose control of a car in an emergency.

Thirdly—these crossings must be lit at night and be more conspicuous by day.

Southwick, Hampshire.

P. J. BARBER (SQN.-LDR.).

DELIVERIES

Mathematics of the Long, Long Wait

[63871].—I think my experience regarding the obtaining of a new car may be of interest to some of your readers in the same position as myself.

In April, 1947, I ordered a new car from the firm's showrooms. I have on occasions called to enquire how much longer I would have to wait. Not being able to get any type of definite reply I wrote last week to the firm's offices, and yesterday received a reply, the main paragraph of which I quote:—

"We are afraid that even at this stage it is quite impossible to give you any idea as to when you might expect the car as we still have orders that go back to June, 1946, for this model, and as it is taking us nearly two years to complete orders placed in any one month you will see that it will be a very long time before we are able to reach your order unless something most unforeseen happens in the meantime."

As they have another nine months to go before they reach April, 1947, that means I shall have, if conditions do not change, a further 18 years to wait at least, making 23 years in all.

I wonder if this will be a record?

Birmingham.

ARTHUR JONES.

ECONOMY CARS

Muddled Thinking on the Situation

[63872].—There has been much controversy since the war about a "people's car," usually to the detriment of the small models made by our own manufacturers.

Many seem to think that the ideal is a miniature vehicle with the barest essentials and, more often than not, room for two people only; this is quite erroneous. To my mind, the Bond Minicar already amply fulfils these requirements, in spite of having only three wheels.

The true criticism, I suspect, is not of lack of economy and simplicity, but of cost.

Unfortunately, present economic conditions are wholly responsible both for the dearth of small economy vehicles, though there are signs that this state of affairs is changing, and for the high cost of the small cars available. If manufacturers were able to utilize their productive capacity to the full, if purchase tax were removed, and if economic conditions allowed the satisfaction of

the home market as in pre-war years, I guess that our present "baby" car could be sold today for not more than £250, and further, I think everyone would agree that, at that price, the small Austin, Ford or Morris would perfectly fulfil the needs of the vast majority of motorists of limited means.

Finally, let us credit our own motor manufacturers with knowing just a little more than laymen often give them credit for. If I knew better than they, I should not be

South Ruislip, Middlesex.

AN INSURANCE CLERK.

[But surely the advocacy of real economy cars is to break the production deadlock and allow more cars to be made from the present materials, thus utilizing full production capacity, assisting the home market and, in general, "cutting our cloth according to our needs." And first cost is not so important as are running costs, as is pointed out in the leading article on page 1613.—Ed.]

REAR LIGHTS

The Cyclist Who Breaks the Law

[63873].—Following the recent Chatham tragedy the proposal that marching bodies after dark should carry lights is excellent, but if such a regulation is disregarded to the extent of the existing law relating to cyclists then its introduction will be a time-wasting formality.

On my 14-mile journey home at around 6.30 p.m. recently, most of it along the unrestricted North Circular Road, I counted eight cyclists without rear lights; four of them were also without discernible reflectors. In one case of abreast riding the inside rider had a rear light but his outside companion had neither light nor reflector. The extreme danger is obvious—but not, apparently, to the offenders.

The law aims at the safety of the cyclists themselves as well as that of other road users, so perhaps we may be informed why the police turn a blind eye to law-breaking by this particular section of the community?

London, N.17.

"DODGIE."

WASH-LEATHERS

Belated Advice from Australia

[63874].—Whilst fully realizing that I am months behind the times in receiving your most interesting and instructive journal, that is through no fault of mine. I would, if possible, purchase my copy on the day of publication.

Letter [63634] asks for suggestions for maintaining the life of that friend of the motorist, the "shammy." By now that question may have been answered satisfactorily, and if that is so then the following will be of no interest. However, I have discovered, after trying all other methods of preserving the chamois, that if it is wrapped in Alkathene plastic sheet it maintains its moisture content indefinitely, and after twelve months of almost daily use my current chamois has shown no sign of deterioration whatsoever.

Again I thank you for your excellent publication, and wish you, and all the members of the staff, the Compliments of the Season.

Melbourne, Australia.

JOHN P. READ.

[Thank you, Mr. Read. Good wishes to you, and to all readers in far-distant parts.—Ed.]

ROAD MANNERS

An Appeal for More Tolerance

[63875].—Mr. Brian Connolly [63824] seems really upset, and in his indignation, isn't he being a little unfair to those he cites in his letter? Surely such charges as bus drivers ignoring red lights, and the accusations against van drivers, were made in the heat of the moment? As if I, a bus driver, would risk my living by habitually, as Mr. Connolly implies, and deliberately ignoring traffic lights. How far would I get on any single journey? No, Mr. Connolly, I can take as much pride in my humble vocation as a company director can take in the efficient running of his firm.

Taxi drivers pick up fares at traffic lights. Hasn't Mr. Connolly ever seen a private car parked at the lights? I can assure him that it is done.

But the object of this letter is not to slant the motorist, just because I feel I have been unjustly accused by such a person, but to appeal to all road users, in the interests of road safety, to be more tolerant to each other. Let us not be in such a roaring hurry. A friendly "After you, Claude," with a return acknowledgment and smile, is so much better than two drivers glaring at each other as they toe down for the same opening. The coalman has to park on that awkward corner, and the bus driver

CORRESPONDENCE

continued

must pull in at that stop, even if it does mean halting following traffic because of oncoming vehicles.

Then there's the butt of all motorists—private and commercial alike—the cyclist. Before we raise our voices in unison against him, let us remember that a great majority of us are cyclists at some time or other. Do we change our spots because we change our mode of transport? Let us be big enough to admit our own mistakes. Who hasn't found himself in the left-side lane of traffic, and then turned right across other traffic? Let us admit we were wrong in not positioning ourselves first. It will help us to forgive the other fellow's mistake, who no doubt is quite aware of it himself and will watch that it doesn't occur again.

Let us not throw bricks. Instead, let us tolerate each other more, see the other chap's point of view, and by taking a few minutes more to get to the office of a morning, contribute more to road safety, and find motoring a pleasure, instead of a nerve-wearing method of transportation.

D. LANKESTER.

Norwich.

INTERNATIONAL EXCHANGE

Philadelphia Calling

[63876.]—I am 42 years old and have been interested in sports and all types of racing cars for the last twenty-five years. I still do quite a bit of "souping-up" of my cars.

I would like to correspond with readers in England and Continental Europe who collect automobile literature and photographs. I think we can make it very interesting.

1504E, Mayland Street,

JOSEPH YAMOR,

Philadelphia 38, Pa., U.S.A.

IGNITION CONTROL

Hand Operation on the Austin Sixteen

[63877.]—In August and subsequently you published a number of letters, including one from the writer, on hand control of ignition. Some weeks back I fitted a manual control to my 1948 Austin Sixteen. It consists of a motor cycle ignition lever mounted on the steering column with the lever end just under the spokes in a convenient position; the Bowden cable is led down the steering column and the ends of the inner and outer cables at the distributor, together with a suitable compression spring, displace the standard micrometer screw adjustment and so give me finger-tip overriding control with the suction and engine speed controls functioning as before.

Appropriate use of the new control gives me complete freedom from pinking; gear changing is greatly reduced and occasioned by engine power rather than by the onset of pinking; best of all, however, is an unexpected improvement in miles per gallon, owing, I suppose, to the ignition timing now being normally fully advanced and retarded only when required.

Newcastle-upon-Tyne.

40 YEARS' READER.

LONG-LIVED RECORD

200-mile Figure Stood for 21 Years

[63878.]—I read with interest that Mr. Anthony Crook with his Frazer-Nash had broken the International Class E 200-mile record made by Jack Dunfee in his 2-litre Sunbeam in 1930. Incidentally, the Sunbeam record was established by a private owner driving a six-year-old car and the speed, 117.67 m.p.h., ranked not only in Class E, but also as a world's record.

To have held an international class record for 21 years is, in itself, quite a notable feat. Has anyone ever held one longer? Beaconsfield, Buckinghamshire.

ANTHONY S. HEAL.

TROUBLE WITH THE BENCH

Buckets for One Household

[63879.]—I am a regular reader of *The Autocar* and much appreciate the high standard of your production. I admire the lack of any pettiness in your Editorials, opinions expressed and replies to correspondents. The good English used by you throughout the journal is appreciated, too.

I consider the policy of so many British car manufacturers in changing from separate bucket front seats to the single bench ones is not an improvement, especially if more than one person, of different heights, drives the car. My wife is short, whereas I

am very tall, but in our A.40 this causes little inconvenience as the driving seat can be adjusted so easily, and when I am the passenger and my wife the driver my seat does not have to go forward with hers.

We expect, however, to take delivery of a Ford Consul shortly which, as you know, has the bench-type front seat. It seems that when my wife drives this car and I sit beside her I will have to sit with my knees up to my chin and my face almost pressed against the screen, for there is not much leg room for the tall person when the front seat is moved right forward.

The alternative—not a very satisfactory one—will, I suppose, be for me to sit at the back of the car when my wife drives.

The split-bench type of front seat certainly is the solution to the point.

Muizenberg, S.A.

C. L. PAGE.

BROOKLANDS

An Interesting Film that Survives

[63880.]—Having noticed in your excellent journal letters concerning Brooklands I thought readers might like to be reminded of the film "Racing Daredevils" which I recently saw at a children's matinee. I do not go to the children's matinees for pleasure—I'm a projectionist!

However, the film is an old one starring Douglas Montgomery and the late Miles Mander, and contains some really fine shots of Brooklands track, which must have been taken when the track was in its prime. The commentator in the film, although I caught only a glimpse of him, appears to be none other than Austin's present P.R.O., Mr. Alan Hess.

Ponterfract, Yorkshire.

JOHN A. ROBINSON.

LIGHTS IN FOG

Photographic Comparisons Fallacious

[63881.]—Apropos the controversy over yellow and white car lights and the comparisons with photography, may I make one or two points? First, it is a scientific fact that infra-red and the longer light rays penetrate mist and fog better than the shorter rays. Second, by fixing a yellow glass or screen to a head lamp the amount of light of the yellow wavelengths is not increased, only the rest of the spectrum cut out. Thirdly, by using a photographic plate that is red-sensitive photographs through mist can be taken.

From the above facts it will be clear that, only by having eyes more sensitive to yellow light (like the photographer's emulsion), or by generating more yellow light in the lamp, can a beam of light from a car be seen farther in fog. It is not sufficient merely to cut out part of the spectrum from the same source and hope for better results.

Where does this lead to? Perhaps to the suggestion that if some electrician could adapt some form of sodium lighting to the limitations of the motor vehicle's electrical circuit many troubles would be eased.

Baldock, Hertfordshire.

ERN FLETCHER.

NO LONGER KNIGHTS

Has Heavy Vehicle Driving Deteriorated?

[63882.]—My work frequently takes me along the main roads of southern England and the North Circular Road which skirts London. I have been travelling along these roads now for some ten years and the lack of courtesy from drivers of commercial vehicles and coaches is getting more and more noticeable.

A journey made to Exeter a few days ago in very bad weather has at last forced my hand to paper. I was driving a fast Bentley and can truthfully state that on my 175-mile journey not a single lorry driver gave me a chance to overtake him; in fact, they were usually travelling along in close-coupled convoys so that it meant overtaking a string of vehicles instead of one at a time; and the only encouragement to overtake I got was in places where it was already obvious to me that it was safe to do so.

A further item that comes under the same heading is the absence of mud-flaps on quite 50 per cent of the heavy vehicles on the road; the spray with which they cover vehicles within 20 feet of their tail-boards is annoying, not to say endangering to safety.

The terrible practice of forcing vehicles inferior to their own size into the side of the road or even on to the verge, which was the subject of a High Court action in the not-so-distant past, is

What's NEW about this picture?

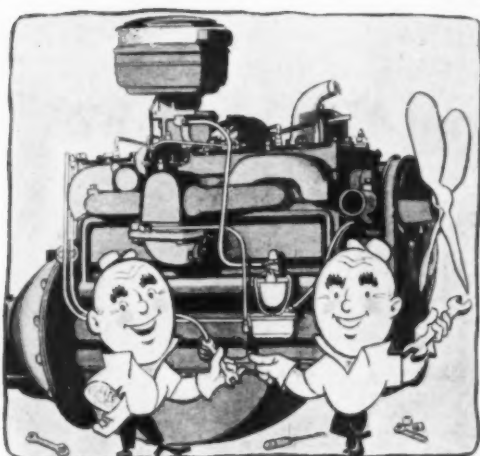


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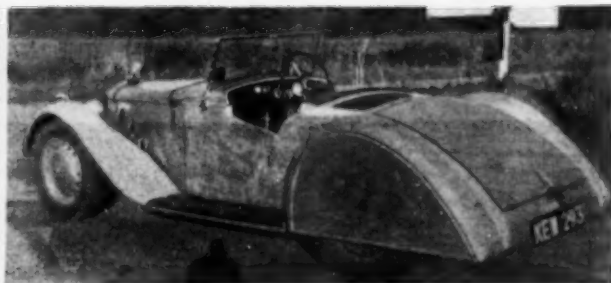
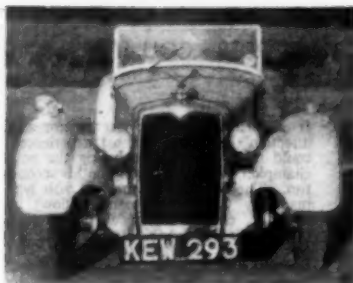
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CORRESPONDENCE

continued



Very much a hybrid—a reader's home-built special. See letter [63885].

fortunately diminishing; but it would be foolish to say that it was absent and it is especially noticeable the nearer one gets to London.

London, N.W.11.

M.C.C. RALLY

Error Should Have Been Obvious

[63883].—Mr. J. D. Lewis [63834] states that the M.C.C. were quite correct to issue the results of their rally as originally worked out in order to invite protests. I cannot agree. Surely it must have been fairly obvious that something was amiss when only three entrants lost no marks on an extremely simple regularity test, even if a large number of competitors had not drawn their attention to this very singular fact as soon as the news filtered through, and the provisional results should have been withheld until the position had been thoroughly looked into.

I also cannot agree with Mr. Mosley Crump [63831]. There was no route check between Michaelchurch Escley and Ross, and a number of drivers ignored the given route and proceeded to Ross over a much shorter and simpler route.

In all other respects I, personally, found the organization as near perfect as possible.

London, N.14.

POSITIVE EARTHS

Pitfalls in Battery Charging

[63884].—I have recently bought a battery charger of well-known make and was amazed to find that the earth terminal was connected internally to the negative output terminal.

As the majority of cars have the battery positive connected to the chassis, this means that with the charger in use the battery voltage is across the tyres from car to earth and any boring of this insulation, such as jacking up on a wet floor, would at least blow the fuse.

Davyhulme, Lancashire.

[Where motorists are in doubt owing to lack of knowledge of electric circuits, it is probably wisest to isolate the battery when charging by removing the main clamp contacts.—Ed.]

HOME BUILT

Hybrid Special Representing Two Years' Work

[63885].—I have been a keen reader of *The Autocar* for a number of years and have, therefore, from time to time, seen photographs and descriptions of specials made up by readers. I wondered if you would be interested in the fruits of two years' work during my leisure hours.

The chassis and front axle are from an old Standard (year unknown, about 1930). The rear axle is from a 1938 8 h.p. Ford. In attaching this I re-formed the spring hangers so that the shackle bolts were parallel with the axle casing. I then fitted two Austin Ten rear springs with swinging shackles between spring and hanger, thus allowing rear and forward movement of the axle during its up and down travel. To the front I fitted two Austin Eight springs.

The engine and gear box are 8 h.p. Ford; I have no fan; instead, I encased and fitted a water pump from a 1939 10 h.p. Morris. This is driven by the same belt as drives the dynamo,

now mounted on the side of the engine. I have no heating troubles; the temperature runs about 120 deg F.

I made up a 12-volt starter by using Ford starter brush gear and Bendix, and a 12-volt armature and field coils from another old starter; the car has a 12-volt system all through. I fitted an old-type Riley radiator, using, for connections, two long lengths of convoluted hose. To the front axle are fitted conversion plates and two 16in Vauxhall wheels. The rear wheels are Ford van, with big-section tyres.

The woodwork of the body I had to have assistance with from a carpenter friend. This I panelled with 20-gauge aluminium, the wings being beaten out on a thick sack filled with sand; I roughed the shape with wooden mallet and finished with block and beater hammers. This job of making two wings alike I found very difficult, but was pleased with the result. To both front and rear axles are fitted friction-type Andre spring dampers. The car to date has travelled 1,800 miles and performs really well on the road; it cruises at 45 to 50 m.p.h. as long as one wishes. The cornering ability, steering and brakes are extremely good, and, in all, the car has surpassed all expectations.

F. R. BROOKER.

Somersham, Huntingdonshire.

T.O.S.C.

Appreciation of the "Black Maria"

[63886].—Despite the fact that I have been in the motor trade all my life, I have yet to read a more entertaining article than that in your issue dated November 9 entitled "Talking of Sports Cars," No. 342 (Six-cylinder Black Maria), by T. G. Barker. Granted that I am interested in the sports car theme, especially the pre-war cars, and what may be done with them, but still I thought I must drop you a line to congratulate you heartily on this most interesting and out of the ordinary approach to motoring literature.

J. M. H.

Amersham, Buckinghamshire.



Recommended by "The Autocar"

"The Autocar" Handbook: A Complete Guide to the Modern Car (20th edition). By the Technical staff of "The Autocar". (By post 5s 3d)

Roads of France: A Guide to tourist routes. By A. G. Douglas Crane, B.Sc., A.M.I.Mech.E. (By post 5s 2d)

A Racing Motorist: His Adventures at the Wheel in Peace and War. By S. C. H. Davis. (By post 10s 11d)

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R.A.C. FINDS TOUGH COURSE IN THE WELSH BORDER COUNTRY



New champion! W. H. Waring, in his supercharged and much-modified W.H.W. Dellow, at Little Clearings.

LAST Saturday was a memorable day in the life of Meifod, a tiny Montgomeryshire village, for it was suddenly invaded by a horde of strange figures clad in waterproofs, driving odd-looking, angular motor cars, the like of which the villagers had never seen before. The R.A.C., in the search for a new course for the Trials Championship, had settled on the rolling hills and valleys of the Welsh border country, and the Meifod villagers, chatting in their native tongue, lined the local hills to watch the fun. There had not been such excitement since the Afon Vyrnwy burst its banks and put the village twelve feet under water.

The course was divided into two circuits, one of ten miles to the north of Meifod and one of about eight miles south of the village, and each had to be covered twice. Faced with the diabolical efficiency which the present trials machine has achieved, despite a ban on knobbly tyres and locked differentials, the R.A.C. had been forced to follow the current trend and avoid roads and tracks as far as possible, using grassy slopes, timber sites and rocky water courses for the observed sections. Several of the obstacles proved unclimbable, but marks were awarded according to the distance covered and at the end of the day, W. H. Waring, a south coast civil engineer, emerged as the new Trials Champion. His navigator, finding the route, letting down the tyres before the hills, blowing them up afterwards, and bumping stoutly to increase the wheel grip on the hills, was James Weaver. Runner-up was A. E. Rumfitt, who, like Waring, comes from the southern zone of England.

There were 32 starters, who had been invited after finishing in the first twelve

in at least three of the 17 qualifying trials. Four retired on the route and one, A. W. Francis in the H.R.G.-Mercury, was excluded for arriving at the finish outside the permitted time limits. The northern circuit commenced with a driving test, consisting of a complicated forward-reverse and forward acceleration test which had to be performed on each visit.

It entailed so many changes of gear and direction that even the most experienced could make mistakes, including the new champion, who went wrong on his second run. The best run on the first visit was made by C. R. Hardman (Dellow) in 28.8 sec, challenged by W. H. Waring (W. H. W. Dellow), K. R. Bailey (Bailey Special) and G. P. Mosby (Ford Ten Special), each of whom recorded 28.8 sec.

Good Advice

Soon afterwards came the Hairpin, one of several tests where the R.A.C. had been able to profit by the advice of Ken Wharton, who is only recently out and about after an appendectomy. Having retired undefeated after being Trials Champion for three years in succession, Wharton was acting as steward, and had advised on the placing of some of the observed sections. The Hairpin consisted of a very muddy lane, at the end of which was a steep jump up a 4ft grass bank to another lane running almost parallel. It was called a hairpin, everyone attempted to take it as such, and everyone failed. Wharton had, however, put the sign marking the end of the observed section at the top of the bank and there was nothing to stop any enterprising competitor from charging the bank at an angle and continuing along the upper lane in the same direction. Taken in this way, it might just have been possible, but nobody made the attempt. Waring and Harrison Junior got half way up the climb and gained themselves a valuable lead of six marks for the effort.

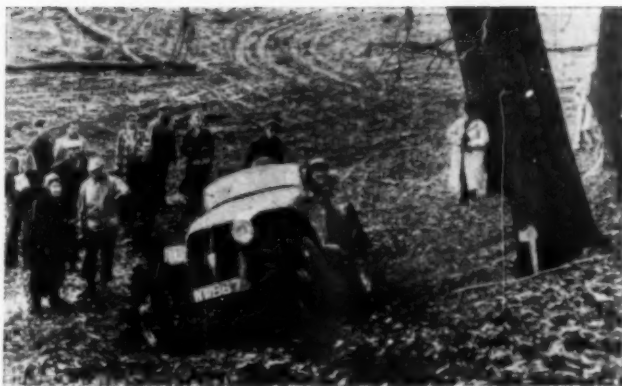
The next hazard, Farm, was a real find, consisting of a long, steep and rocky watercourse with foot-deep gulleys to send the cars leaping in the air, an patches of thick, slimy mud to use up the power.



Reg Phillips storms the muddy slopes of the Mountain in his Javelin-engined Austin Special. No one climbed all six sections.

T. C. Harrison tried to take it extremely fast and very nearly overturned the Harford, while Wilde (Ford Ten Special) tore a tyre off and then charged a tree head-on. Beardshaw failed quite early, apparently through lack of power, using the car in which Wharton won the Championship two years ago, and Sleeman had bad luck when his engine cut just as he was going strongly on the worst section. Imhof made a fine fast climb when the hill was at its most difficult, and more leisurely but well-judged climbs were made by Corbishley, Rumfitt and Hopkinson. Lawson (Lotus Ford Special) made it look easy, changing to bottom gear within only a few yards of the summit. There were 19 successful climbs first time round, and this completed the northern circuit.

On the southern circuit, the first hazard was the Mountain, where a straight run up a rapidly steepening grass hillside was preceded by a curving, muddy approach which prevented anyone rushing it—another Wharton idea. No one climbed all the six sections, the best efforts being made by Beardshaw, Sleeman, Lamb



Whoops—nearly! The Harrisons lean over together as the Harford slides sideways on Little Clearings.



A. G. Imhof's passenger appears likely to brain himself on a tree at Little Clearings; the M.G.-engineed Imhof Special gained third place in this arduous event.

(Dellow) and Corbishley (C.C.S.), each of whom climbed four. The remaining hills on this circuit consisted of slippery slopes on hillsides newly churned up by tree-felling operations, like those used in the Fedden Trophy trial a few weeks ago. The first three, Clearings 1, 2 and 3, were parallel tracks up the same hillside; all were approached across a sea of grey mud which prevented cars from gathering any great speed, and all three proved unclimbable. On the first hill only three competitors made even one of the six sections and, at Clearing 2, six people tore their way up the few steep yards of the first section before coming to rest, but everyone else failed completely. On Clearing 3, the outstanding effort was made by Ken Burgess (Burgess Javelin Special), who managed to climb four sections, after failing completely on the previous two hills. Faulkner, E. Harrison, Sleeman, Rumfitt and Phillips all climbed three sections of this hill.

The last hazard of the southern circuit was Little Clearings, a tortuous climb through the mud and leaf mould up a slope where trees were still standing. Here four competitors were able to restore their morale by climbing right up the hill. Imhof stormed it at speed,

Waring was equally good and the quartet was completed by Rumfitt and Bailey.

On the second run round the course, the fastest time in the driving test was again 28.8 sec, but this time by G. P. Mosby (Ford Ten Special). R. W. Phillips, who had broken his gear lever off on the first circuit, was now struggling gamely, manipulating the inch-long stump with a monkey wrench, and had to be content with 156 sec.

Only the Champion

This time Waring was the only one to get even his front wheels over the hump on the Hairpin and he was among the 23 who climbed the watercourse at Farm. The Mountain had become more difficult owing to churning up of the approaches and the best runs were made by Waring, Mosby and M. H. Lawson, each of whom climbed two sections, but Lawson had to retire eventually with transmission failure. Clearings 1, 2 and 3 became no easier as the day wore on and a good deal depended on the final assault on the Little Clearings. Imhof made a perfect climb and so did Rumfitt; Faulkner also climbed well and then came Waring. He

approached the first corner gently, then suddenly opened the throttle; the front wheels skidded, he hit a tree trunk and the front of the car leapt about two feet in the air. This threw him well off his course, but he kept his foot hard down, made a magnificent recovery and swerved hectically round the remaining trees to complete one of the most spectacular climbs of the day.

A failure here would have cost him the championship and even a partial climb resulting in a tie would have been fatal, for the results would then have depended upon the test times, and Waring was burdened with heavy penalty marks through failure to perform the driving test correctly on the second time round. However, his last dramatic effort gave him a popular victory. His car is basically a Dellow with supercharged Ford Ten engine, bored out to maximum oversize. The car driven by runner-up Rumfitt is also built largely from Ford parts and has a Ford Ten engine, but is not supercharged. The third car, Imhof's special, has a chassis mostly made from Ford parts, with independent rear suspension fabricated from Ford torque tube components. The engine is a supercharged TD M.G. Imhof was lucky to finish at all, for the final drive unit was almost completely adrift in the frame at the end and the universal joints were breaking up. The competing cars formed an interesting illustration of the trials position today. Of the 32 starters, 31 had small four-cylinder engines of 1½ litres or less. Of these, 23 had Ford Ten power units, four had Vauxhall Twelves, two had Jowett Javelin flat fours and one had an Austin A40 engine. Fifteen of the cars were supercharged. Only three cars came from Scotland and none from Northern Ireland, the remainder being drawn from the northern and southern zones of England and Wales.

PROVISIONAL RESULTS

The R.A.C. Championship Trophy: W.H.W.

Dellow 1.195 c.c. s (W. H. Waring), 66 marks lost.

Second best performance: Cotton II 1.172 c.c.

(A. E. Rumfitt), 56.

Third best performance: Imhof Special 1.250 c.c.

s (A. G. Imhof), 116.

Souvenir awards: C.C.S. 1.446 c.c. (C. C. Cor-

bishley), 112; Fiat 800 1.196 c.c. (R. W. Faulkner),

112; Sleeman 800 1.172 c.c. s (J. D. Sleeman), 116;

Austin-Ford 1.172 c.c. s (R. Hopkinson), 122; Spence

V. 1.172 c.c. (R. C. Spence), 122; Ford 1.172 c.c. s

(G. P. Mosby), 122; Dellow 1.172 c.c. s (C. R. Har-

man), 124.

Special area awards: North England, C.C.S. (C. C. Cor-

bishley); South England, W.H.W. Dellow (W. H. Waring);

Scotland, Dellow 1.172 c.c. s (W. J. Lamb); Northern Ireland, no entry.



Stirling Moss receiving the Seaman Trophy from Earl Howe at the annual dinner and dance of the B.R.D.C. in London last week.

THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I. Mech. E., M.S.A.E.

SO the R.A.C. Trials Championship has come and gone—and Wally Waring is the new champion. Nobody will have any criticism of this result, for Wally has tried very hard indeed during the past two seasons, and has steadily climbed to the very top of the tree in this specialized form of the sport. His car is basically a Dellow, with a supercharged Ford Ten engine; but Waring has spent much time and money modifying it to suit his own ideas, as a result of experience gained with the car: the engine, which now delivers a remarkable amount of power, is now considerably farther back in the frame than it was originally, while the car as a whole has been lightened. But it is interesting—and a feather in the cap of those enthusiasts Ken Delingpole and Ron Lowe—that this, the premier trial of the year, has been won with the aid of what is at least fundamentally a production car; for the Dellow is just that, and while primarily intended for competition of this kind is neither unsightly nor unsuitable for road use.

Second and third in the championship came Tony Rumfitt and "Goff" Imhof; so all the first three places go to Southern area competitors. Come on, the North—this can't go on! It is the more remarkable as there were more contestants from the North engaged in the event than from any other region, and the North is often spoken of as the home of the trial. Now, don't all write to me pointing out that Northerners have won more of the major trials this year than Southerners; that may or may not be so, but they didn't win the championship! Next year...

THE Automobile Club of Turin have now issued the regulations for the 1952 Sestriere Rally, which is scheduled to take place from February 22 to 25. That is, the interesting part of the rally;

in actual fact, competitors will leave their starting points on various dates in advance of that, meeting in Turin on February 21. Italian starting points are six in number, Bari, Bologna, Milan, Naples, Rome and Turin. Foreign entrants may alternatively start from Paris, Brussels, Frankfurt, Zurich or Marseilles; from this country, entrants may link up with either Brussels or Paris, and the extra mileage involved in getting there will earn them additional marks. The total distance of the main itineraries amounts to some 1,850 miles. First prize in this rally is a Fiat 500C

station wagon, while the monetary prizes are considerable. Sestriere is a noted centre for winter sports, and after the rally is over there is another event known as an "auto-ski" contest, in which competitors travel 88 miles by car and 63 by ski, which sounds dangerous to me. To return to the rally; the cars must be unsupercharged production models, and will be divided into four capacity classes—750, 1,500, 2,000 and over 2,000 c.c. As last year, there will be a timed section of *autostrada* near the finish which must be covered at a minimum of 95 per cent of the catalogued maximum speed of the car, which might embarrass some manufacturers of the past if not of the present! There will also be a supplementary test at the finish, of the forward-reverse and manoeuvre type.

The organizers are most anxious to obtain a good entry from this country, and Autocheques, Ltd. are offering facilities on similar lines to their Monte Carlo rally service. Regulations from the R.A.C. or the A.C. of Turin, Via Carlo Alberto 59, Turin, Italy.

THE annual festivity of the British Racing Drivers' Club, back again this year in the hallowed precincts of the Savoy Hotel, was held last Friday, and, as usual, was an enormous success. This year, in memory of a Certain Rather Damp Occasion at Silverstone, each table was adorned by a small striped umbrella, the menu was illustrated by similar articles, while at a certain stage of the proceedings the lights were dimmed and rain and lightning played upon the wall, accompanied by the sounds of racing cars travelling at speed amid a thunderstorm—all by courtesy of a ciné film, a gramophone record and Anthony Curtis. Very effective!

After everyone had almost ruined their digestions during dinner by wrestling with the ingeniously contrived quiz problems—one for ladies and another for gentlemen—and attempting thereby to win bottles of champagne, the toast of The Sport (thank you) was proposed by E. J. Robertson of the *Daily Express*, while Tony Rolt in an able response revealed

THE MAN AT THE WHEEL

E. N. Frost

If there were ever need for an example of the phrase "an all-round sportsman," then Ted Frost could very well serve in that position. For some years now, Ted has been well known in the motor cycle world, as a determined rider on grass tracks, road circuits, in scrambles and even on the cinders—and has enjoyed his share of success in all those fields. Then, in 1949, he decided to do some car competitive work, and drove his Allard in trials and driving tests, while in the following year he attached a trailer carrying a Cooper to the van in which he carried his motor cycles, and took it round the Continent—his first race was at San Sebastian.

Convinced of the future of the 500, Ted purchased an Emeryson for 1951, and equipped it with one of his twin-a.h.c. Norton engines. Most of his racing this year has been abroad, including the events at Luxembourg, Hockenheim, Genoa, the Nurburgring, and the Freiburg hill-climb. Finally came Madrid, where he inverted the Emeryson in-practice and broke two ribs; however, Ken Carter very sportingly allowed him to drive his car in the first heat—before Ken drove it himself in the second!

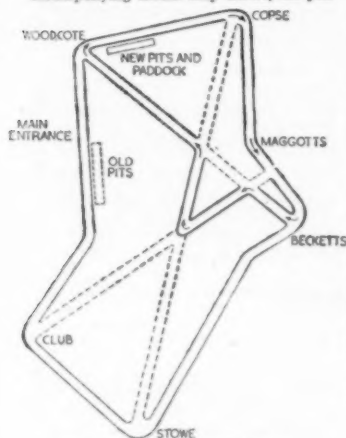


Among his other interests are flying and yachting, and Ted is even now proposing to buy another ten-tonner for next year. But he will still both ride and drive as circumstances and time permit. In his working hours he runs a garage at Epsom; now 39 years old, he is the father of 12-year-old twins, and recently remarried. His wife, Barbara, accompanies and assists him on all his varied voyages.

some of the details of the club's plans for the Silverstone circuit, of which it is now the tenant. Earl Howe, the president, proposed the health of the guests, and Wilfrid Andrews, chairman of the R.A.C., replied. Earl Howe then presented the Gold Star and the Seaman Trophy to Stirling Moss, and made a token presentation of the E.R.A. Club Trophy (which was on view, but is too heavy to pass lightly around) to Peter Whitehead.

Everyone then commenced to exercise their terpsichorean talents, interrupted only by a cabaret, of which quite the most popular feature was the gifted imitator of everything from racing cars and motor cycles to tube trains and henpecked husbands. And so—eventually—to bed.

THE B.R.D.C. plans for Silverstone next year, when their tenancy of the circuit first comes into operation, include various substantial modifications. As the accompanying sketch map shows, the pits



The new layout at Silverstone

and paddock will be moved to a position between Woodcote and Cope corners, and the circuit available for use by other clubs will be entirely altered. The new club circuit will be slower, with more corners, than has previously been the case, and will have the advantage of including the pit installations and the paddock applying to the main circuit. Spectators of the club circuit will be allowed on the outside of the track between Woodcote and Becketts corners.

Many of the main structures and installations will be of a more permanent

nature than has hitherto been possible, and altogether the future of Silverstone looks bright—as is only to be expected with a live wire like Desmond Scannell at the organizing end.

ON Wednesday of last week the North-West London M.C. held their annual dinner and dance, enlivened by a cabaret and enriched by the presentation of the principal awards won during the year in the club's events. The venue for the dinner was changed this year to Frascati's Restaurant in the West End of London, and nearly 200 people attended. President Sydney Allard commanded the proceedings, Mrs. Allard presented the prizes, and the speakers included Rodney Walkerley, "Goff" Imhof, James Appleton and myself—the speeches getting commendably briefer towards the end.

Among the distinguished guests were T. C. Harrison and his wife, the former being loudly applauded when he received the Gloucester Cup, not to mention a Gloucester Goblet for a clean sheet in that formidable trial for three successive years. Dancing continued for the remainder of the evening, and some of the intending competitors in the R.A.C. Trials Championship were heard to aver that they would wear their funny hats during that serious event—but perhaps they thought better of it.

BY the time you all read this, Christmas parties and general disorganization will be in full swing; by the time you see next week's issue, the post-Christmas hangover and the restart of work will be the order of the day. So let me here and now adjure you all to enjoy yourselves immensely, don't do anything I wouldn't do, and—especially—don't hit anything during the holiday. Merry Christmas, everybody!

J. A. C.

COMING SHORTLY

- DECEMBER 22.—N. London Enthusiasts' C.C. Christmas party for children, Hendon Hall, Hendon, London, N.W.4, 3 p.m.
- 22.—Sheffield and Hallamshire M.C. Christmas party for children, Church Hall, Ecclehall, Sheffield.
- 22.—Bristol M.C. and L.C.C. Radford Trial, starting from Naish Hill, 2 p.m.
- 23.—Sheffield and Hallamshire M.C. Christmas Trial and dinner, Devonshire Arms, Baslow, Derbyshire.
- 23.—Kentish Border C.C. Driving Tests, Kent.
- 26.—M.G. Car Club (S.W. Centre). Cecil Kimber Trophy Trial, starting from the Mile 3 Roadhouse, Bishopsworth, Bristol, 12 noon.
- 28-29.—M.C.C. Exeter Trial, starting from London, Stratford-on-Avon, Plymouth, 10.30 p.m.
- 30.—Peterborough M.C. Trial.

CLUB NEWS

Plymouth M.C.—To record that 220 members and guests attended the annual dinner-dance and presentation of awards, held on December 7 at the Continental Hotel, Plymouth, does not in any way conure up the scene, in which a Christmas tree stood 15 feet high, laden with lights and presents, in the centre of an "herbaceous" ballroom, and showers of balloons were released at intervals. The president proposed the toast of the "City of Plymouth," to which the Deputy Lord Mayor, Mr. P. N. Washbourne, responded. Mrs. P. N. Washbourne presented the awards.

The Lagonda Club.—This club, formed recently from the Lagonda C.C. and Lagonda Register, is planning a 24-hour trial

for March, 1952. This event will include a road rally with a speed trial, a night navigation section, regularity test and a trials hill. It will, of course, require a power of organizing, and in this connection competitions secretary A. Jeddere Fisher, of Ansley Cottage, Kingston Blount, Oxfordshire, would be pleased to hear from any member (or prospective member) who is willing to help in this way—especially one living in or near the Welsh Marches (a significant detail). The honorary secretary of the club is A. K. Audsley, Greenways, Hedgerley Lane, Gerrards Cross, Buckinghamshire.

Scottish S.C.C.—The club struck a shocking night for their Cat's Eye Rally on

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CLUB NEWS

continued

December 7. It started at 7.30 p.m. from Glasgow, and there was so much wind and rain that competitors were still trickling into the Ardunan Hotel, near Blanehead, Stirlingshire, well after 11 o'clock, after completing the 50-mile course.

There were nine retirements *en route*, and a crop of incidents included H. F. Sturrock (M.G.) engaging in an argument with a post that resulted in a victory for the latter and a breakdown wagon for the M.G. Results: Premier award: tie between Allard (J. A. H. Broadbent) and H.R.G. (W. Shepherd), 38.5 marks lost, each. Third prize: Riley (Ian Bennie). Ladies' award: M.G. (Miss A. Ballfour).

M.G. Car Club (Scottish Centre).—The dinner-dance held in Edinburgh on December 7 was a very friendly occasion. The pleasantly informal remarks of Bert Kay (the club's president, who welcomed the guests) and Russell Lowry were altogether delightful. Mrs. G. Gibson presented the awards.

Bristol M.C. and L.C.C.—Over 200 members attended the club's first winter film show, held at the Salutation, Henbury, near Bristol, on December 6. The latest Esso films provided the bulk of the programme, but there was also an excellent film of this season's racing at Castle Combe. Next event will be the Radford Trial, starting from Naish Hill at 2 p.m. on December 22.

Morgan 4-4 Club.—Starting from Manchester, Gloucester and Herford, with a 300-mile course, the club's first night rally was run on December 1-2. The entry converged upon Castle's Garage, in Leicester, whence the route continued through Lincolnshire, wending west through the Derbyshire hills through Buxton and Ashbourne to Leicester again, where breakfast had been arranged at the Bell Hotel. There were sleet

and snow in the Derbyshire hills, but otherwise it was clear but cold. Results: 1. Daimler (A. E. Pollett); 2. Morgan (S. G. Dyke); 3. tie between Morgan (A. C. Hobbs) and Vauxhall (G. Allen).

Sunbec.—The annual dinner and dance on January 4 will be at the Sutton Town Hall, Sutton Coldfield. Applications for tickets (£1 1s each) should be sent to J. D. Woodhouse, 106, Jockey Road, Sutton Coldfield, Warwickshire.

Welsh Counties C.C.—The annual trial for the MacLeod-Carey Challenge Cup was run on December 2 over a 25-mile course around Cardiff. As the weather was dry there were few failures on four of the five observed hills; but the fifth—a new one to the club—was divided into sections and defeated the whole entry. The MacLeod-Carey Challenge Cup, for the best performance, was won by J. Dyer driving an Austin Seven Spt.

Windsor C.C.—Stirling Moss has been elected vice-president and Colin G. Brightman chairman. Honorary secretary is F. Norton, of 21, Westlands Avenue, Slough, Buckinghamshire, who will be pleased to hear from prospective members.

Margate and D. C.C.—The club's first film show was held at the St. George's Hotel, Cliftonville, Kent, on November 27. More than 60 members and friends enjoyed a very pleasant evening.

Cranleigh M.C. and C.C.—Over 130 attended the annual dinner-dance of the Cranleigh Motor Cycle and Car Club at the Village Hall, Cranleigh, Surrey, on December 7. This remarkable "new" club has already a membership of more than 230. An aim of the officials is to provide low-cost sport; the annual subscription, trials entry fees and every attendant cost are kept to a minimum.

IN BRIEF

Only employees of 21 years' service are eligible for the Zenith Carburettor 21 Club, which held its first dinner on November 30. In a speech, Mr. C. J. Clowes, chairman of the company, announced that a gold watch will be presented to all completing 35 years' service; silver salvers have been for some time awarded at the end of 21 years' service. The club has a membership of 111.

About 80 cars were inspected during the recent Standard and Triumph service week held by Kennings, Ltd., of Broadway, Peterborough. Among them was a 1922 11.9 h.p. two-seater Standard which is still used by one of the firm's customers. Manufacturers' representatives present included those from the Firestone

and Lucas companies, as well as Standard's.

Service weeks are to be staged by Wadham Bros., Ltd., Standard dealers, at their branches on these dates:

Southampton, January 7; Winchester, January 14; Southsea, January 21; Chichester, January 28; Waterlooville, February 4.

Mr. W. A. Gregson has become a director of the Chester Engineering Co., Ltd., Vauxhall main dealers in Chester. He was general manager.

The Central Garage Co., Ltd., 89, King Cross Street, Halifax, is having a Standard service week starting on January 21.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16140. **Frazer-Nash Boulogne** "R.J.C."—All possible information and a handbook for Anzani or Meadows engine model.

No. 16141. **1936 16 h.p. Triumph Gloria**. "M.N.P."—General information, handbook and spare parts list. Also details of alternative engine fittings.

No. 16142. **1935 Singer Nine Sports**. "W.C.P."—All possible information and a handbook.

No. 16143. **1934 Alvis Speed Twenty**. "E.D.N."—General maintenance hints and a handbook.

No. 16144. **1913-15 9.7 h.p. Singer**. "J.H.G."—Details of oiling and electrical systems, maintenance hints and a handbook.

No. 16145. **Handbooks Required**. "D.V."—1933-34 Morris Ten-Four workshop manual.

"W.G."—1939 3-litre Sunbeam-Talbot. "D.E.B."—1940 Type 170V Mercedes-Benz, in English.

"A.J.L."—1934 Wolseley Hornet Special. "W.L."—1936 Series II Morris Twelve.

"C.W."—1938 Humber Twelve Vogue. "R.G.B."—1936 Talbot Ten.

"J.W."—1939 Wolseley service manual. "R.H.H."—1948 Vauxhall Twelve service manual.

"B.C.H." (S.A.)—TC-type M.G. Midget. "A.T."—1936 Wolseley Hornet.

"J.S."—1936 Rover Fourteen. "E.B."—1937 Type 120 P Skoda.

"J.B."—1939 TC-type M.G. Midget. "W.M.W."—1936 20 h.p. Hillman. "R.M.Y."—1939 TA-type M.G. Midget.

"H.V.B."—1934 14-45 h.p. Talbot. "C.T.S."—1933 J-type M.G. Midget. "E.A.M."—1939 13.95 h.p. Triumph Dolomite.

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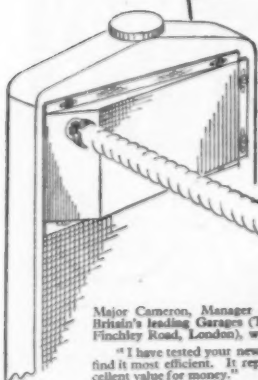
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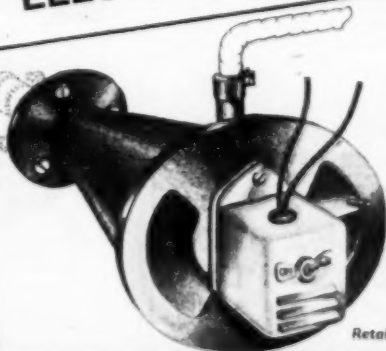
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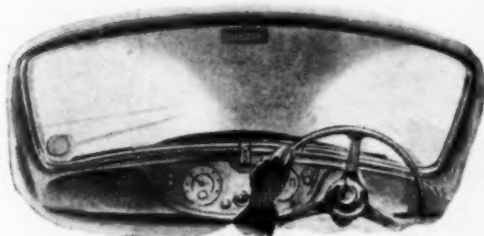
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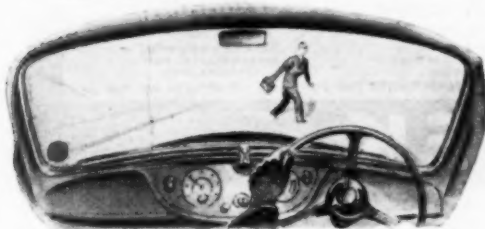
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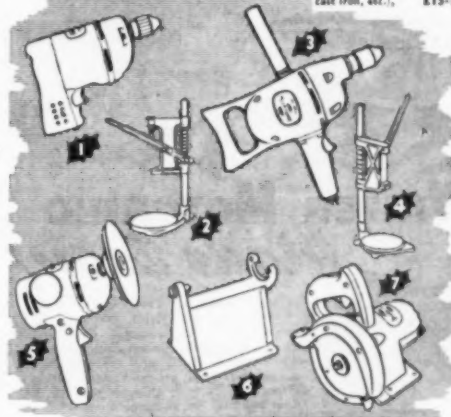
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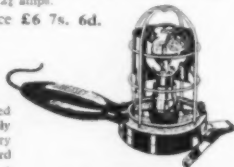


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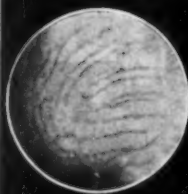
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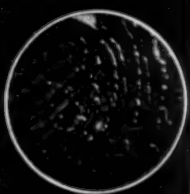
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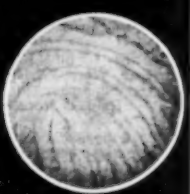
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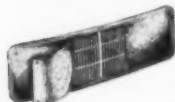


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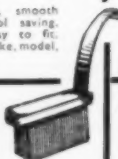
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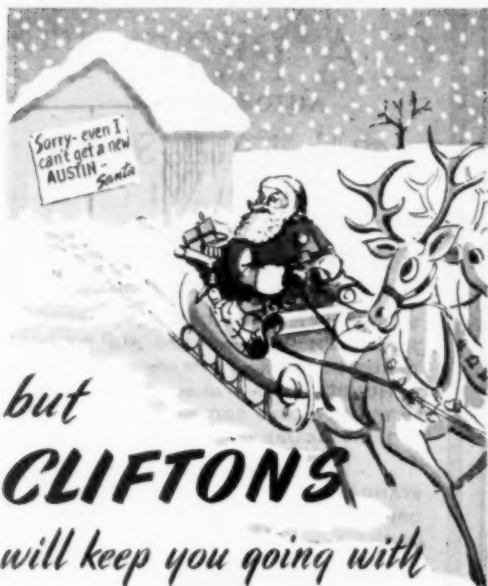
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'50 STANDARD 14 sal., Ch. 3, Dr.	£779
'50 STANDARD 8 8.00 sal., 1 owner	£729
'47 FORD Prefect sal., 8.00 sal.	£665
'47 MORRIS 6 sal., One owner	£629
'47 SINGER 16 sal., Low mileage	£625
'50 HUMBER 14 Hawk sal., Ch. 3, Dr.	£699
'50 STANDARD 12 sal., Excellent	£585
'50 MORRIS 10 saloon	£545
'50 AUSTIN 8 sal., 1 owner	£525
'50 AUSTIN 16 sal., Ch. 3, Dr.	£599
'50 FORD Prefect sal., Low miles. 1 owner	£545
'50 HUMBER Pullman 27 sal., 1 owner	£525
'50 HUMBER 17 sal., Best of '44	£539
'50 HILLMAN Minx 10 sal., 1 owner	£525
'50 MORRIS 10 sal., Ch. 3, Dr.	£545
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'47 M.G. Torrey, Good condition	£395
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- 1949 FORD 8 h.p. Anglia saloon, fitted loose covers, reconditioned engine, recently fitted. A really first-class car.
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1938 DAIMLER 10 sportsman saloon, sportsman	£245
1947 FORD Prefect saloon, leather	£465
1948 Ford 6 saloon, choice of five from	£385
1948 FORD 10 4-door saloon, leather	£315
1938 HILLMAN 10 de Luxe saloon, leather	£385
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1948 RIMMER 10 drophead coupe	£395
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Christmas and
the New Year

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1947 FORD Prefect 10 h.p. saloon de luxe	£595
1946 STANDARD 14 h.p. sal. de luxe	£625
1946 SUN-TALBOT 10 h.p. D.H. frame	£695
1946 FORD Anglia saloon	£485
1946 ROVER 12 h.p. sports saloon	£895
1939 ALSTIN 8 saloon de luxe	£435
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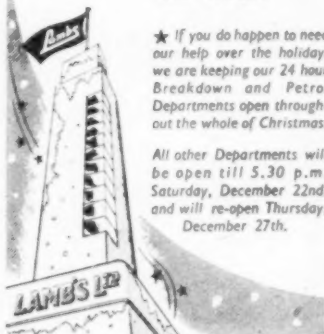
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1949 RILEY 9 Morris d.l. saloon	£285
1929 AUSTIN 10 "Ovaluride" d.l. saloon	£450
1937 FORD 8 2-door saloon	£285
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1939 HILLMAN Minx saloon	£450
1938 MORRIS 8 4-door saloon	£350
1939 MORRIS 8 2-door saloon	£400
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1946 HILLMAN Minx, black	£495
1947 HILLMAN Minx, grey	£725
1948 MORRIS 10 saloon	£795
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1938 OPEL 12 h.p. saloon	£345	0	0
or 20 monthly instalments of	£13	10	0
1937 VAUXHALL 14 h.p. saloon	£385	0	0
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1947 STANDARD 12 4½ Coupe	£700
1947 HILLMAN Minx Coupe	£745
1946 HILLMAN Minx Coupe	£815
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1950 FORD Pilot Saloon	1949 AUSTIN A.40 Saloon
1950 HILLMAN Minx Saloon	1949 FORD Prefect Saloon
1950 HUMBER Hawk Saloon	1949 HILLMAN Minx Saloon
1950 JAGUAR 2½ Mk. V Saloon	1949 JAGUAR 3½ Saloon
1950 M.G. 1½ Saloon	1949 JOWETT Javelin Saloon
1950 MORRIS "Six" Saloon	1949 RILEY 1½ Saloon
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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage except in the case of advertisements for 1951 cars and current models in which the name and address or name and telephone number must be included. Replies should be addressed to, "Box 6000, c/o The Autocar, Dorset House, Stamford Street, London, S.E.1."

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Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

1948 A.C. grey 2-litre blue leather upholstery,

moderate mileage, superb condition, £1,295.

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gundy red with red leather, 20,000 miles, heater,

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the best coupes we have had in stock. £995—Kenning-

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Mews, S.W.7. (1623)

BARTLETT—Allard 1949 drop head coupe, 10,000

miles—27a, Pembroke Villas, W.11. (1238)

1950 (November) Allard sports saloon, black,

brown leather upholstery, 1,720 miles, £1,480.

Alford Motors Ltd., 24, Clapham High St., S.W.4. Macclesfield 2451. (14160)

ALLARD 1948 (June) coupe, finished red, very smart,

new engine fitted 5,000 miles ago; £775, including

radio—Robinson's Garage, Herra Court, Epsford, 70

Herra Cross 248. (12110)

BARTLETT, the Allard buyers—27a, Pembroke

Villas, W.11. (1238)

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MAIN Ford Dealers, 164-168, Bristol St., Birmingham.

M 5 (Tel. Midland 5861), for new and used Allards,

spares and service; distributors for Warwickshire, Wor-

1947 ALVIS utility, 6-7, Warren St., W.1.

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. (1364)

BROOKLANDS for individually,

ALVIS distributors; new 8-litre for demonstration.

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1950 Alvis 14hp sports 2-str.

1950 Alvis 14hp saloon.

1949 Alvis 14hp saloon.

1949 Alvis 14hp Tickford coupe.

1948 Alvis 14hp saloon.

1948 Alvis 14hp Tickford coupe.

1948 Alvis 14hp utility, special interior finish

ALVIS cars examined and approved by makers

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ALVIS

1934 Alvis 12hp drop head four-seater coupe fitted

with 12" wheels, 20,000 miles, just repainted, including

modified head, £325.

DICKS CAR SALES, Ltd., 305-301, High Rd., Kij-

burn, Maida Vale 6988-9. (1611)

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Alvis 14hp saloon, black with cherry red

leather, a perfect example, as new, £1,395—

Portsmouth Rd., Thames Ditton, Esherbury 5561/5. (1915)

1949 Alvis drop head coupe, one careful owner;

£885.

BENNETT & BRIGHTON, Ltd., 2-4, West St., Pa-

ham, Hants. Tel. 2219. (1765)

GORDON GARR, (LONDON), Ltd.—1950 Alvis 14hp

2-door, £1,395.

GORDON GARR, (LONDON), Ltd.—1949 Alvis 14hp

2-door, £1,395.

GORDON GARR, (LONDON), Ltd.—1948 Alvis 14hp

coupe, £1,295.

GORDON GARR, 573, Euston Rd., London, N.W.1.

Euston 6611. (1354)

A CLAND & TABOR, Ltd., Welwyn 481, offer with three-

month guarantee.

1948 Alvis 14hp saloon, one owner, green, red

interior, excellent condition, £1,150.

1938 Alvis speed 25 sports saloon, rebuilt and re-

engineered 12 months under £10 a week, excellent con-

dition; £875. (1619)

PERFORMANCE CARS—Good selection always avail-

able, written guarantee—See under "Spares and

1936 Alvis 14hp saloon, £230—Barnes, 315, Finch-

ley Rd. N.W.3. Hampstead 3221. May 1927.

(1694)

1950 (March) Alvis 14hp saloon, grey, red uphol-

stery, 20,000 miles, immaculate condition,

£1,400—Box 5962.

ALVIS saloon, 1947, perf. exc.—Cook, 650, Seven St-

ead, N.15. Six, 4701. (164)

1948 (Sept.) Alvis 14hp saloon, green with beige

leather, leather chairs, maintained and un-

marked, genuine mileage under 5,000; £1,500—Box

5626. (1154)

1948 Alvis sports coupe, black with red upholstery,

new hood, radio and heater, own owner,

£975—The Deighton Motor Co., Ltd., Kiln St., Shef-

field, 1. (1154)

4 3-door V.D.P. 4-door pillars Alvis saloon, re-

cent engine overhaul—Sutton & Richards,

Kennington 6953, or write Richards, 62, Princes Gate

Mews, S.W.7. (1623)

175 gns.—Alvis, 1927, 12-50, type RD, 1,490gns. super

12-50, 2-door, grey, red wheels, good tyres,

excellent condition, taxed, terms, exchanges—Rowland

Robinson, 70, Herra Cross 248. (12110)

895 gns.—Alvis 14 1947 4-door sports saloon, black

sliding head, twin leather, radio, Windon

carefully used, excellent condition, 12,000 miles,

exchanges, list, open 9-7 week-days and Saturdays—

Rowland Robinson, Hampstead (Hampstead Tube). Tel. 1671.

(154)

JANSHIRE and Cheshire sales service and spares

specialists—Parkers (Manchester and Bolton), Ltd.,

Bradford, Bolton (Tel. 4090), and 170, Deansgate,

Manchester (Tel. Deansgate 4507). (1950)

£199—Here's another Bray offer to enthusiasts:

Genuine 1955 (August) Alvis Speed 25

Charlton 4-door sports saloon, grey, 12-50, 2-door,

Bargain—Bray Motors, 180-184, West End Lane, N.W.4,

Hampstead 6490. (1471)

1948 ALFORD MOTORS—Alvis Speed 20 sports saloon,

C 1951, the very expensive hand-built body by Charles-

ton, many special features including independent

front suspension, polished wheel discs, built-in leather

stone-guards, etc. typical Alvis performance; £465.

CAMDEN 1957, dark blue, spotless interior, many

items of special equipment, recent Alvis overhaul to

engine, gear box, etc., practically new Dunlop Veritas

performance; £485.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard,

Beds. Tel. 2041 (5 lines). Write for free price

catalogue of nearly 500 cars ready for inspection and

purchase, hire purchase (lease), part exchanges, free

delivery anywhere in the United Kingdom; fares refunded

to purchasers from any part of the country and 20/-

open till 7 p.m. every December 24th, 25th and 26th.

(164)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

W.Z. Tel. Gladstone 0503 (97)2

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- 1934** Austin 7 saloon, excellent runner, good tires; 1114. SERVICE STATION, Kingston Vale, S.W.15. (1952)
- £285**—1935 Austin Big 7 4-door de luxe saloon, blue, perfect condition.—G.A.P. Motors, 150, Clapham Rd., S.W.6. Reliance 2895-6. (1950)
- A** USTIN Big 7 4-door saloon, 1939 model, good running order, £285.—Kaye & Co., Ltd., Food Manufacturers, Commercial Rd., Edmonton, N.16. (1138)
- 235**—Austin 7, 1937 model. Ruby de luxe saloon, dark blue, sliding head, blue leather upholstery; terms, exchange; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (1151)
- Rowland Smith's Austin 7 buyers.**—Hampstead High St. (Hampstead Tube), Ham. 6041.
- AUSTIN EIGHT**
- ROUNDABOUT** offer:—
- 1947** Austin 8 4-door saloon, very nice condition throughout. **ROUNDABOUT GARAGE**, Western Ave., Greenford, Middlesex, Walsley 1071-5. (1128)
- B** J. HUNTER, Ltd., offer:—
- 1947** Austin 8 saloon, one owner, £375.
- B** J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (1971)
- C.M.I. CAR SALES** (Pri. 6623) offer:—
- 1947** Austin 8 4-door saloon, blue, brown leather upholstery, immaculate condition.—Swiss Cottage, Finchley Rd., N.W.3. (1914)
- D** J. SHEPHERD & Co. (ENFIELD), Ltd.
- 1947** Austin 8 de luxe 4-door saloon, black, brown interior, excellent condition, £335.
- D** J. SHEPHERD & Co. (ENFIELD), Ltd., 435, Hertford Rd., Enfield, toward 1631. (1310)
- 1940** Austin 8 saloon, blue, brown interior, £450.
- FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gl. 2234. (1132)
- AUTOMOBILE & AIRCRAFT SERVICES**, Ltd., offer:—
- 1946** Austin 8 4-door saloon, £365.
- M** ALLBOROUGH Works, Keston, Tel. Wordsworth 1506 and 1668.
- A** USTIN 8, 1946 de luxe, specimen.—See Chippendale Motors, "Sports Cars" column. (1937)
- 1940** Austin 8 4-door de luxe saloon, outstanding condition, £445, 3 months' guarantee, terms and exchange.
- JACK WILLIAMS MOTORS**, Ltd., 166, Priory Rd., Hornsey, Mountview 3229 and 5774. (1091)
- 1947** Austin 8 de luxe saloon, guaranteed, £320; accessories.—Vaughan, 17, Astwood Mews, S.W.T. P.O. 1319. (1119)
- 1947** Ship Austin saloon, perfect order; seen by appointment.—Dunsmore Stores, nr. Wencover, Bucks. Tel. Wencover 2324. (1103)
- 1947** (Aug.) Austin 8 4-door saloon, 1 1/2 drive, only 22,000 miles; in beautiful condition inside and out; excellent tyres, new spare, this car has not been out of the country, outstanding value, £325.—Parsons Service Garage, Longdon Rd., Guildford 525. (1030)
- 1946** Austin 8 saloon, black with brown leather upholstery, excellent condition, first registered 1.6.41. £395; we are prepared to consider any pre-war or post-war car in full exchange and make a very generous allowance.—Herbert Routledge, Ltd., Camberley, 7454. (1177)
- Austin Eight Cars Wanted**
- C** M THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. (1952)
- ROWLAND SMITH'S**, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.
- A** S new, post-war Austin 8 buyers.—Fortune, 25, Cambridge Rd., E.11. Tube Hill 1238 (day). (1975)
- CASH** buyers of low mileage Austin 8s; distance no object.—Haitona, Lord St., Southport, 16. (1078)
- AUSTIN TEN**
- B** J. HUNTER, Ltd., offer:—
- 1946** Austin 10 saloon, carefully used, definitely guaranteed, £675.
- B** J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (1370)
- D** J. SHEPHERD & Co. (ENFIELD), Ltd.
- 1946** Austin 10 de luxe saloon, black, brown interior, excellent condition, £355.
- D** J. SHEPHERD & Co. (ENFIELD), Ltd., 435, Hertford Rd., Enfield, toward 1631. (1309)
- 1935** Austin 10 saloon, taxed, £225.—Rops Autos, Ltd., Euston 2700. (1421)
- 1946** Austin 10 saloon, black, bodywork in first-class condition, £400.
- FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gl. 2234. (1132)
- A** USTIN 10, 1947 de luxe, one owner, immaculate.—See Chippendale Motors, "Sports Cars" column (1138)
- 189**—Austin 10 saloon, excellent condition.—Autonips, 5, Balham High Rd., Balham 1508. (1991)
- 1946** Austin 10 saloon, black, carefully used; £600.—Buntings Motor Exchange, Harnway, S.W.12. (1899)
- 1935** Austin 10 saloon, lawn, a well-kept car, engine recently overhauled, good tyres all round, £235.
- MAGDALEN MOTORS**, 211, Trinity Rd., Wandsworth Common, Battersea 5575. (1975)
- 1946** (December) Austin 10, faultless condition, £610.—Bruce, France, 5a, Cromwell Mews, South Kensington, Fia 0513. (1600)
- 1938** Austin 10 saloon, excellent condition, £235.—Thomas Motors, Ltd., 117, London Rd., Kingston, Surrey, Tel. 9415. (1941)
- £450**—Austin 10 1940 4-door saloon, cellulose unmarked, new head lining and carpets, excellent mechanically, many others.
- BENMOTOR**, Clarendon Rd., Holland Park, London, W.11, Park 5066-7. Open Mon. to Sat. 9-6 (30 yds. Holland Park Tube). (1174)
- 1946** Austin 10, radio, as new, £475.—Hendon Central, N.W.4. Tel. Hendon 1423-4. (1945)
- 1947** Austin 10 de luxe saloon, nice condition throughout, £425, taxed.—Call Mr. Elliott, Pines Road Hotel, Richmond, Surrey. (1804)
- 1935** Austin 10 saloon, perfect condition, £245.—Beckwith Automotiles, Ltd., 10, Watling St., Beckwith, Kent, Tel. Beckwith 8512. (1175)
- 1936** Austin 10 saloon, blue, blue leather interior, excellent mechanically very good throughout, bodywork all interior all original and very clean, taxed, £315.
- TIMBLE MOTORS**, Colindale Rd., Upper Richmond Rd., Putney 353, Col. Putney 353. (1903)
- 1936** Austin 10 Lichfield saloon, finished Portland grey with grey leather, engine entirely reconstructed recently, a most economical and reliable car.
- ROBBING**, 96-98, Upper Richmond Rd., East Putney, S.W.13. Tel. 4581. (1906)
- WALTER SCOTT**, Ltd., 1884 Austin 10 cabriolet, black, exceptional condition, £285-99. Coleridge Crescent, Hampstead, N.W.3 (Finchley Road Tube). (1946)
- 1946** Austin 10 de luxe saloon, black, brown hide upholstery, one owner, superb condition, £450.—Northway Garage, Swiss Cottage, N.W.3. (1103)
- £235**—1935 Austin 10 de luxe saloon, blue, black, original condition throughout, excellent runner, not bashed.—Bry Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (1897)
- £649**—Rare and beautiful Austin 10, one titled owner since 1949, beautiful, spotlessly maintained and genuine small mileage, definitely the finest and cheapest offered.—Belo.
- £495**—1939 Austin 10 Cambridge de luxe saloon, absolutely beautiful exterior and mechanical, only excellent; you must see this one.—Belo.
- L** AMPE of Wood Green, Finchley Showrooms, 411, H.V. Rd., Finchley, N.15. (1901)
- £399**—1940 model Austin 10 de luxe saloon, clean post-war model, taxed, bargain.—Bry Motors, 180-184, West End Lane N.W.6. Hampstead 6490. (1907)
- TANKARD & SMITH**, Ltd., offer 1940 Austin 10 saloon de luxe, finished in black with brown moiré upholstery, exceptionally nice car, £445, 3 months' written guarantee.—27, Beckham Rd., E.15. Tel. Rodney 2031. (1935)
- 495**—Austin 10, 1939, Cambridge de luxe 4-door, carefully used, exceptional condition; terms, exchange; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (1152)
- Austin Ten Cars Wanted**
- C** M THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. (1952)
- A** S new, post-war Austin 10 required.—23, Broadwalk Court, W.8. Tube Hill 1288 (day). (1074)
- WANTED**, pre-war Austin 10.—1, Belmont Hall Court, Belmont Grove, E.11. Tel. Lee Green 4555.
- ROWLAND SMITH'S**, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (1090)
- CASH** buyers of low mileage Austin 10s; distance no object.—Haitona, Lord St., Southport, 16. (1078)
- AUSTIN 10**
- CAR MART**, Ltd., LONDON Distributors.
- 1950** Austin 10 saloon, heater, 1,000 miles; £1,125. Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (1156)
- NEWCHAM**, Ltd.
- 1950** Austin A40 saloon, grey with blue, excellent condition.
- NEWCHAM** House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 494. (1308)
- H. A. SAUNDERS**, Ltd., offer:—
- 1950** Austin A40 saloon, green with brown upholstery, 6,000 miles, £1,075.
- 836**—942, High Rd., N.12, Hillside 0024. (1663)
- PHILIP RICKARDS**, Ltd., offer:—
- 1950** Austin A40 saloon, grey/olive, 5,000 miles, one owner, Black St., Park Lane, London, W.1. Grosvenor 4772-3. (1140)
- AUSTIN A10**
- 1950** Austin A40 saloon, full de luxe model, £295.—Belo.
- 1949** (November) Austin A40 saloon, country car, carefully used, £295.—Belo.
- B** N.W.2. Tel. Gladstone 6303. (1867)
- WARWICK WRIGHT**, Ltd., offer:—
- 1950** Austin A40 Devon saloon, lawn, brown leather, 1,700 miles.
- WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1435)
- CHARLES RICKARDS**, Ltd., offer:—
- 1950** (Sept.) Austin A40 Devon, heater, sliding foot levers, one owner, 11,000 miles, choice of two taxed, £1,045.
- A** 40 a good selection of genuine low-mileage cars, offered with our 5 months' guarantee.
- 56** Baywater Rd. W.2 (next door Lancaster Gate Tube Sta., 5 mins. from Marble Arch). (1123)
- H. A. SAUNDERS**, Ltd., Radiati, Meria.
- 1950** Austin A40, mileage 15,000; £1,085.
- 1949** Austin A40, mileage 15,000, £900.—Tel. Radiati 6161. (1231)
- PHOENIX MOTOR CO. (SURREY)**, Ltd., offer:—
- 1950** (October) Austin A40 Devon saloon, beige, brown interior, 13,000 miles, really the condition of this car is consistent throughout with a considerably smaller mileage and is in showroom condition in every respect, £875.
- PHOENIX** House, High St., Sutton, Surrey, Vignall 1021. (1077)
- 1948** Austin A40 Dorset saloon, black, heater, £825.
- FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gl. 2234. (1894)
- 1949** A40 saloon, black and heater, immaculate condition, £895.
- C. & W. MOTORS**, Ltd., Queen's Head Garage, Finsbury Rd., N.5. Finchley 6236-7. (1184)
- 1950** A40 utility, 7,000 miles, £875.—Rops Autos, Ltd., Euston 2700. (1976)
- 1950** A40 saloon, 7,000 miles, £1,025.—Rops Autos, Ltd., Euston 2700. (1976)
- AUSTIN A40 Dorset saloon**, perfect condition, heater, £925 or £250 deposit.
- ROBINS WOOD MOTOR WORKS**, Crystal Palace, S.E.19. Sydenham 6500. (1712)
- 1950** Austin A40 Devon saloon, finished in black, £895, exchange considered.
- ERIC HAYES**, Ltd., 15, Chaplin Bridge Rd., Paddington, W.2. Paddington 3285. (1763)
- 1949** Austin A40 saloon, grey, £925.—C. A. Peters, Ltd., 42, North Audley St., W.1. Mayfair 3051. (1773)
- 1949** Austin A40, blue, blue interior, small mileage, in excellent condition throughout.
- BROADWAY MOTORS**, 16-18, Broadway, Beckenham, Tel. Beckenham 3591. (1116)
- 1951** series (Nov. 1950) Austin A40 saloon, fitted with radio, radio heater, hose covers, mileage 10,000, £1,095.
- 1949** Austin A40 saloon, since of two, £945.
- MAXFAX CARRIAGE CO. Ltd.**, The Hyde, Edgware Rd., N.W.8. Col. Heath 1724.
- PICK-UP** Austin A40, mileage only 400, £790.—Lancaster-Goodman, 155, Cricklewood Broadway, N.W.2. Gladstone 2226. (1139)
- 1950** Austin A40, radio, heater, 5,000 miles.—H. C. Paul, Ltd., 22, Bruton Place, W.1. Mayfair 0821-2. (1652)
- 700** miles Austin A40 Countryman—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Tem. 52-8. (1193)
- 1949** Austin A40 saloon, grey, one owner, excellent condition, £950; hire purchase and exchange arranged.
- GOLDS' Garage**, Earl's Court Rd., S.W.5. Froimere 0053. (1893)
- 1949** Austin A40, grey, blue leather, heater, hose covers, 1275 low mileage, choice of two, £885.—Odeon Motors, Ltd., Barnet 4100. (1122)
- AUSTIN A40** (Oct. 1949), mint green heater, radio, carefully maintained, £925.—53, Richmond Rd., Weybridge, Surrey, Tel. Weybridge 2240. (1121)
- 1950** A40 Devon sunshine saloon, grey and blue trim, one owner, small mileage, £1,075.—Kins Motors, 1 High St., Hounslow, Tel. 5552. (1210)
- 1950** Austin A40 saloon, low mileage, choice of two, one radio, one heater, £1,075.—Barnard & Sons, 372, Kings Rd., Chelsea, Tel. Flaxman 7349. (1679)
- DEC.** 1949, A40 saloon, grey-blue, heater, moderate mileage, one owner, immaculate, £990.—N. A. Sutherland, Ltd., 144, Golders Green Rd., N.W.11. Sports Hill 0011. (1285)
- 895**—Austin A40 April 1949, Devon 4-door saloon, portland grey, fawn leather, heater, one owner, carefully used, £950.—Allers & Parsons.—Rowland Smith, below.
- 750**—Austin A40, August 1949, Dorset saloon, light green, sliding head, fawn leather, small mileage, exceptional condition, taxed, terms, exchange; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (1153)
- 1949** (June) Austin A40 Devon saloon, grey with blue trim, radio, heater, 21,000 miles, perfect, £895.—Gibson Sports Cars (Surrey) Ltd., Lynton Rd., Christchurch, Bants, Dor. 1601. (1077)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1949 Austin A40 Devon saloon, green with beige upholstery, one owner since new, heater, exceptional condition, £895.
19 C. WIMBUSH, Ltd., 312, Earls Court Rd., London, W.8 S.W.5. Fremantle 8401. (1044)

AUSTIN A40 Dorset, Oct. 1946, genuine 20,000 miles, a genuine red, heater, magnificent condition, £785. pre-war car wanted part exchange, terms.—Hermitt Coachworks, 250 Belisle Rd., Kibbourn, Incl. 1547. (1739)

1948 Austin A40, colour olive green, heater, side-imp. road, excellent tyres including spare, beautiful appearance, mileage 21,000; engine just been retuned, under £600 can be considered.—Apply Cafetero, 150, Market St., St. Andrews, Fife. (1365)

Austin A40 Cars Wanted

THE
HE
CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TEL: Euston 1212. (10957)

A new post-war Austin A40 required.—36, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). (10725)

ROWLAND SMITH'S, the Austin A40 buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041.

CASH buyers of low mileage Austin A40s, distance no object.—Huttons, Lord St., Southampton. Tel. 2266.

A LANCET new Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2, Tulse Hill 6440. (10851)

AUSTIN A40 cars wanted.—Motorists (London).
A Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (10704)

1947 Austin 12 saloon, 1950.—Rays Autos, Ltd., Euston 2700. (9759)

1938 Austin 12 Asot de luxe saloon in good order throughout, £365.
1938 CARS Ltd., 60-62, Queenstown Rd., London, S.W.6. Mac 3563. (1943)

1937 Austin 12hp saloon de luxe mechanically sound and tidywork good, £285.
WALTON-ON-THAMES MOTORS CO., Ltd., Waton 200. (1619)

1946 (Dec.) Austin 12 saloon, in perfect condition, £750.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (9740)

1939 Austin 12 de luxe saloon, excellent, guaranteed, £590, payments.—Vaughan, 17, Astwood Mount, & W.7. Fio. 1519. (1046)

1939 Austin 12 Gordon 4-door convertible saloon, really nice condition, £425.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725 25. (1526)

1946 Austin 12 saloon, heater, new battery, black, exceptional condition, taxed, £695.—Lawson Piquet Motors, Ltd., 320-2, King St., Hammermith, W.6. Tel. Riverside 4111 and 4061. (1518)

1935 Austin Heavy 12-4 saloon, two private owners, exceptionally good condition, taxed, £265, terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middle. Tel. Uxbridge 122. (1909)

TANKARD & SMITH, Ltd., offer 1939 Austin 12 saloon de luxe, finished in blue with blue leather upholstery, £385 15 months written guarantee.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. (1525)

1947 Austin 12 black saloon, brown leather, unmarked, outside very clean inside, 34,000 miles, engine recently reared and perfect, roomy (11 body) and 28 mpg, perfect tyres, £750.—Tel. Pinner 1901. (9995)

Austin Twelve Cars Wanted

CAR MART, Ltd., London distributors wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (10954)

CASH buyers of low-mileage Austin 12s; distance no object.—Huttons, Lord St., Southampton. Tel. 2266.

ROWLAND SMITH'S the Austin 12 buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (10921)

1937 8-9 Austin 12 saloons and limousines wanted.—Motorists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. (10954)

AUSTIN SIXTEEN

WANSTED MOTORS, Ltd., offer:—
1948 Austin 16, green, all leather, excellent condition, one owner, £885.
WANSTED MOTORS, Ltd., Cambridge Park, E.11, Wansted 1000. (4177)

D J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—
1948 Austin 16, colour grey brown leather interior, excellent condition throughout, £1,000.—D. J. Shepherd & Co. (Enfield) Ltd., 435, Hertford Rd., Enfield, Howard 1631. (8006)

1949 Austin 16 5-seater de luxe saloon, black with brown hide, fitted heater, very fine condition throughout, one owner, £950.
ROBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 3561. (10007)

AUSTIN SIXTEEN
1950 Austin 16 hire car, low mileage, complete with radio, £695.
FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gls. 2254. (1041)

1948 Austin 16, radio, heater, £895.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. (10964)

AUSTIN 16hp saloon, £10 tax; from £350.—Lawton-Goodman, Cricklewood Broadway, N.W.2. Gladstone 2228. (1594)

1946 Austin 16 saloon, H.M.V. radio, heater, exceptionally good car, £695.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (9740)

1947 (Aug.) 16hp Austin saloon, finished in black with brown leather upholstery, 25,000 miles, in really beautiful condition throughout, £355.
B S.W.7, Ken. 2468. (1776)

1948 Austin 16, one owner, hire purchase and part exchange, £695.—Blue Star Garages Ltd., 54, Kensington High St., London, W.14. Tel. Western 1081-2. (1501)

1948 Austin 16, radio and heater, 15,000 miles only, as new; £795.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1427-4. (10962)

A RICHIE SIMONS & Co., Ltd.—1946 Austin 16 saloon, colour black, brown leather upholstery, in excellent mechanical condition throughout, £675.—94, G1, Portland St., W.1. Lam 1533. (1501)

A GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

1946 (Oct.) Austin 16 saloon, sun roof, black, brown leather, a sports car in first-class order, reconditioned engine fitted 10,000 miles, London, brakes reined, rear axle overhauled, Ace wheel disc, £750.
VICTORY GARAGE, Ltd., Primrose Gdns., London, N.W.3. Tel. Primrose 2242. (1151)

1947 Austin 16 saloon, black with brown hide, a magnificent example of this desirable motor, at the bargain price of £795, exchanges, hire purchase, B. & H. Motors, 1464-6, High Rd., Westhouse, London, N.20. Hillside 6671-2. (1940)

850 gns.—Austin 16, 1949 de luxe 4-door saloon, grey, sliding head, brown leather and cloth upholstery, excellent condition, terms, exchanges, hire, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Ham. 6041. (1554)

HIRE car (1950) partition, widest front end, 4-door, leather, 28,000, reasonable cost.
A LPE & SAUNDERS LTD. Providence Court, North, Audley Street, MAYFAIR 2941. (1488)

Austin Sixteen Cars Wanted

THE
HE
CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TEL: Euston 1212. (10955)

CASH buyers of low-mileage Austin 16s; distance no object.—Huttons, Lord St., Southampton. Tel. 2266.

ROWLAND SMITH'S, the Austin 16 buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (10921)

AUSTIN 16 car wanted.—Motorists (London).
A Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (10703)

AUSTIN A70 & A99
CAR MART, Ltd.
LONDON DISTRIBUTORS.
1950 Austin A70 saloon, heater, 11,000 miles, £1,265.—Car Mart Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (1527)

H A. SAUNDERS, Ltd., Radlett, Herts.
1949 Austin A70, mileage 13,175. (1375)
1949 Austin A70, mileage 12,000; £1,175.—Tel. Radlett 6167 and 5849. (2523)

1950 Austin A90 hard top sports saloon, finished in grey, 7,000 miles, £1,495.
ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Paddington 9245. (1787)

AUSTIN A70 (Dec. 1949), 17,000 miles, immaculate, one owner, £1,150.—Gulldford 82163. (1179)

1950 Austin A70 saloon, black, brown leather, heater, £1,275; terms, exchanges
GEOFFREY BARNMAN & Co., 388, Euston Rd., N.W.1. Euston 1216. (1943)

1950 (Nov.) Austin A70, 5,300 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). (1918)

1950 Austin A70 saloon, 9,000 miles; £1,250.—C. A. Peto, Ltd., 42, North Audley St., W.1. MAYFAIR 5025. (1080)

CHAIR'S MOTOR MART—1950 Austin A70 saloon, black, carefully used, £1,190; written guarantee, S. Warren St., W.1. Euston 4110. (1692)

AUSTIN A70 November 1950, 9,000 miles, radio, heater, sun roof, one owner, showroom condition, 59, Holland Park, W.11. Park 5731. (1664)

1950 (Nov.) Austin A70 saloon, one owner, 6,000 miles, radio, heater, etc., as brand new, £1,325, no offers.—J.M. 3010, W.C.1. (1689)

1950 Austin A70 saloon, out of covenant Sept. 1st, low mileage, as new; £1,250.—Wembley Court Motors, High Rd., Wembley. Arnold 5225. (1695)

1950 model Austin A90, power operated coupe, left-hand drive, 12,000 miles, £1,025.—Park Garage (Motors), Ltd., Hampton Court Way, Maidenhead, Tel. 4371. (1991)

3000 miles.—Nov. 1950, A70 de luxe saloon, radio, heater, sliding roof, one owner, 10,000 miles, 4 months, black, brown hide, £1,275.—Flat 1, 39, Aberdare Gdns., N.W.6. (1208)

ROSE & YOUNG, Ltd., offer 1950 Austin A90 Atlantic coupe, power-operated windows and radio, 400 miles, £1,095.—65-69, Stenham Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6440. (1558)

1949—50 Austin A70 saloon, black, brown leather throughout, loose covers, low mileage, whole car in immaculate condition, taxed, £1,265.—R. S. Hox (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. (1618)

£1215—Beautiful and immaculate Austin A90 Atlantic drop head fourseater coupe, 1950 model, electrically operated windows and hood, radio, heater, nylon seat covers, reversing 1954, appearance utterly unimpaired in every respect and completely in keeping with the very small amount of miles, original tyres in excellent condition, spare not yet used, tools not even unpacked, colour black, plain interior, cable, white shoes.—Camden Motors, Ltd., Lake St., Leighton Buzzard Beds. Tel. 2041 (5 lines). (1618)

Austin A70 and A90 Cars Wanted

A new post-war Austin A70 required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). (10891)

AUSTIN EIGHTEEN

210 gns.—1937 Austin 18 saloon, excellent condition, Autotemp, 3, Balham High Rd., Balham 1505. (9998)

CAMDEN MOTORS.—Austin 18, 1935, 7-seater long chassis York saloon, face forward occasional, excellent runner, £295.
CAMDEN MOTORS.—Austin 18, 1938, 7-seater limousine, 1946, black, brown leather, face forward occasional, division, sound order, £605.

CAMDEN MOTORS.—Austin 18, 1938, 1ver limousine, black, brown leather, face forward occasional, division, fastidiously maintained; choice of two; £795.
CAMDEN MOTORS.—Austin 18, 1939, 1ver limousine, one titled owner, chauffeur maintained, immaculate order, £675.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post free catalogue of nearly 500 cars, vans, lorries, and motorbikes, hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom, fares refunded to purchasers from any part of the country, showrooms open till 7 p.m.; closed December 24th, 25th and 26th, 1951.

1934 Austin 18 7-seater saloon guaranteed, £680; payments.—O'Dell, 386, Kensington High Rd., W.14. Tel. 3631. (1613)

£245—Austin 18 7-seater limousine, division, low mileage, immaculate and perfect, 1934-35; any inspection.—Croft, 23, Lancing Rd., Croydon, Tho. 5197. (1186)

1938 18hp Austin 7-seater limousine, 36,000 miles only, immaculate.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155; after 1613. (1030)

£245—Austin 18 7-seater limousine, division, low mileage, immaculate and perfect, 1934-35; any inspection.—Croft, 23, Lancing Rd., Croydon, Tho. 5197. (1186)

A & S offer selection of 1937-39 1939 seven seater A & S Saloons, also partitioned Limousines, leather, black, guaranteed. See
A LPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, MAYFAIR 2941. (1425)

Austin Eighteen Cars Wanted
ROWLAND SMITH'S, the Austin 18 buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. (10921)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Eighteen Cars Wanted
C M THE CAR MART, Ltd., London distributors wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. (0956)

Austin Twenty Cars Wanted
ROWLAND SMITH'S, the Austin 20 buyers.—Hamstead 9041. (0925)

AUSTIN TWENTY-EIGHT
A & S L20 & SATENDERS (100-Limousines) Providence A Court, North Audley Street, Mayfair-2941. (1428)

AUSTIN A15S & A13S
CAR MART, Ltd.
 LONDON Distributors.

1950 Austin A135 Princess saloon, 5,000 miles; 42,585.—Car Mart, Ltd., Austin House, 297 Euston Rd., N.W.1. Euston 1212. (1268)

1949 Austin Sherline saloon, silver grey, radio, heater, nominal mileage, one owner.
RICCO, Ltd., 18, Albemarle St., Mayfair. W.1. Regent 2962/3. (1355)

ANTHONY CROOK offers 1950 Sherline, 12,000 miles, one owner, immaculate; £1,775.—Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2328-3. (1213)

1950 Austin Sherline, black, 14,000 miles; £1,650.—Graydon's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5288 (5 lines). (1449)

1949 Austin Sherline, black, 11,000 miles; £1,465.—Graydon's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5288 (5 lines). (1450)

1950 (May) Austin Sherline, 21,000 miles, with bench type seat.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 6429. (0429)

1949 (May) Austin Sherline saloon, mileage 13,000, taxed, radio, heater, colour black, grey leather, in really immaculate condition. £1,390.—Shunja, 19, Bennett Rd., Higher Clonsilla, Manchester. 6. (1730)

Austin A15S and A13S Cars Wanted
C M THE CAR MART, Ltd., London distributors wish to purchase Austin Sherline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. (0956)

AUSTIN MISCELLANEOUS
TOM GARNER, Ltd., offer—

1937 Series Austin 20 enclosed drive 7-passenger Mayfair limousine, blue with blue leather, one previous private owner, 25,000 miles only.

1950 Austin 470 Hampshire saloon, ivory with brown leather upholstery, fitted radio, heater and running roof, 5,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 5065-6. (1248)

GORDON CARS (LONDON), Ltd.—1950 Austin A40 saloon, 25,000 miles.

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon, 6,000 miles.

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon, 6,000 miles.

GORDON CARS (LONDON), Ltd.—1950 Austin A70 saloon, 5 from £1,325.

GORDON CARS (LONDON), Ltd.—1950 Sherline saloon, 5 from £1,795.

GORDON CARS (LONDON), Ltd.—1949 Austin Sherline saloon, 5 from £1,795.

GORDON CARS, 373, Euston Rd., London, N.W.1. Euston 6611. (1509)

FERRARIS OF CRICKLEWOOD, Ltd., invite you to call and inspect the new Austin Sherline limousine, the new Austin A40 sports tourer, and a range of selected used Austin cars both pre-war and post-war.

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Qia. 2254. (1037)

TANKARD & SMITH, Ltd., offer the choice of many Austin 8, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to "three months' written guarantee"—190, King Rd., S.W.3. Tel. Fia. 4901-3. (1074)

Austin Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Austin buyers.—Hamstead 9041. (0925)

AUSTIN wanted.—Smiths, 88, Chancery Lane, N.W.1. Qia. 2767. (0622)

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 4000, Seven Sisters Rd., Tottenham, N.15. (1061)

ALL models Austin urgently required.—Corbett & Taylor, 22, Conduit Mews, W.8. Ann. 6949. (0489)

AULINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7. Tel. Fulham 8161, are buyers all types post-war Austins. (1041)

JACK OLDMO, Ltd., 9-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. (0612)

WEYBRIDGE AUTOMOBILES, Ltd., the Austin dealers, urgently require late type Austins.—Tel. Weybridge 235. (0941)

NORMAND, Ltd.
HAVE your car serviced by the experts.
SATISFACTION GUARANTEED.

NORMAND, Ltd., 406-9, King St., W.8. Riv. 3065. (0936)

THE CAR MART, Ltd.
 LONDON distributors, spare parts for all models cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Euston 6500); and at 18, Calverley Rd., Balting 2-3 (Balting 6719). (0160)

IF it's Austin spares try Bands, the Austin People.—Burlington, Roake St. (1006)

FRIKERS OF HOLLAND PARK (best dealer to understand) for Austin Service. Tel. Park 5077. (1594)

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6966, for Austin spares, sales and service.—205, Balham High Rd., S.W.17. (0934)

AUSTIN 7 spares, any year, any part, latest stockists in U.K.—exchange units.—777 Northwood's first, 45-47, Newington Causeway, S.E.1. Hop. 2853, 2850.

ROCKHURST GARAGE—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 501. (0933)

WEST LONDON—ROGERS Garage; repairs and service. Worksite. New address: Wellesley Ave., Pudding-stick Rd., W.6. Riverside 2644-5. Old and new friends welcome. (0612)

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London, free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. (0414)

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engine, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acton Lane, S.W.2. Brixton 1155. (0184)

BENTLEY (3½ & 4½-litre)
HR. R. OWEN, Ltd.,
 17, Berkeley St.,
 GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain group.
 A NATIONAL motoring organisation.

1949 Bentley Mark VI standard steel saloon (SR) by Bentley in black upholstered plushes (seven cloth, fitted many extras, in showroom condition throughout). Reg. H 5145.

1948 Bentley 3-door saloon (SR) by James Young, in green, upholstered beige hide, beautifully finished extra, Reg. H 7460.

1948 Bentley 4½-litre Mark VI standard steel saloon (SR), by Bentley, in black, upholstered brown hide, yet another shining example of British craftsmanship.—Reg. H 6900.

1947 by H. J. Mulliner, in blue, upholstered blue, extremely well equipped with extras, superb design.—Reg. H 7325.

ALL cars carry our unique six months' guarantee. Unless otherwise stated at time of purchase. Please write or phone for details to:—

H. R. OWEN, Ltd.,
 17, Berkeley St.,
 LONDON, W.1.
 Tel. Mayfair 9060. (1122)

C M THE CAR MART, Ltd.
1950 Bentley Mark VI standard steel saloon, 13,000 miles; £5,650.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Regent 5134. (1545)

FOX.
OFFICIALLY appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork, have a large selection of Mark IV Bentley saloons 1967, 1948, 1949 and 1950, all in superlative condition.

H. A. FOX & Co., Ltd., 5-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Reg. 7687. (1338)

RIPPOON.
RIPPOON.
RIPPOON BROS., Ltd.
NORTHERN Bentley Specialists.

1950 Mark VI standard steel saloon, tudor grey with maroon leather.

1949 Mark VI standard steel saloon, black with grey leather.

1949 Mark VI standard steel saloon, tudor grey with grey leather.

1948 (May) Mark VI standard steel saloon, black with brown leather upholstery, wheel caps and chromium hubcaps.

1947 (Nov.) Mark VI standard steel saloon, black with blue leather.

FOR further particulars please contact the largest Bentley distributors.

RIPPOON BROS. Ltd., Rushmore 6340 (5 lines) Also at Bradford, Leeds and Sheffield. (0096)

BENTLEY (3½ & 4½-litre)
JACK BARCLAY, Ltd.,
LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to:—28, George St., Hatfield 35, London, W.1. Tel. Mayfair 7444. (0097)

1949 (November) Mark VI Bentley standard steel saloon, 17,000 miles only, one owner, faultless condition.
Roy GAWLEY, Ltd., 31, Farm St., Berkeley Sq., London, W.1. Tel. Grosvenor 4747 (4 lines). (1949)

R F FUGOLE, Ltd.
1950 Mark VI Bentley standard steel saloon, one owner, genuine mileage 2,600; £5,250.
R F FUGOLE, Ltd., Dunham Heath, Herts. Tel. 17990. (1065)

FRANK DALL offers:—
1935 Bentley E.J. Series 4-door saloon by Thrupp & Maberly, exceptional condition, Bentley maintained.—66, Princes Close Mews, Exhibition Rd. S.W.7. Ken. 6860. (1531)

CYRIL SHEPPARD offers:—
1935 Bentley 3½-litre, 4-door sports saloon by Freestone and Webb, superb car with hard dual gear with leather, very pretty car, excellent chassis, chauffeur maintained, one owner, £1,275.—102, Kinner Rd., Reading 2712. (19024)

R C MORTLAKE offers:—
1936 4½ Bentley Park Ward 4-door sports saloon engine overhauled, coachwork reconditioned, immaculate; £1,550.—H. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbrook 5155, after 5.30 Arnold 4605. (1751)

TOM GARNER, Ltd., offer:—
1948 Bentley 4½-litre Mark VI standard steel saloon, black with beige leather, 5,000 miles only.

1950 Bentley 4½-litre Mark VI semi-racer edge sports saloon by H. J. Mulliner, silver and blue leather, 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 5065-6. (1234)

JACK OLDING OF MAYFAIR.
OFFICIAL Rolls-Royce and Bentley retailers.
OFFER:—

1950 Bentley Mk. VI standard saloon with div. black with beige thr. £5,950.

1950 Bentley Mk. VI standard saloon, midnight blue with beige thr. £5,950.

1948 Bentley Mk. VI standard saloon, metallic grey with grey thr. £4,350.

1947 Bentley Mk. VI special 2-door saloon by H. J. Mulliner, grey with brown thr. £4,450.

1934 2½-litre Bentley 2-dr. sports, black beige thr. £1,150.

DELIVERY of new and used cars quoted on application.

AUDLEY HOUSE.
 North Audley St., W.1.
MAYFAIR 5942. (1551)

BROOKLANDS for Individuality.
1949 Bentley Mark VI Park Ward drop head coupe grey, electrically operated hood.

BUY or sell your car at
103, New Bond St., London, W.1. Mayfair 8351-5. (1450)

HAROLD RADFORD & Co., Ltd.
INVITE you to call and inspect their unique selection of Bentley cars.

1949 (Jan.) Bentley Mark VI chassis fitted with special coachwork by Raymond Radford, in black with natural grain wood and grey leather upholstery, fitted with radio, heater, demister, floor covers and many other extras; just passed by Bentley's and fitted with new tyres.

31-litre Bentley with Vanden Plas all-weather touring body with winding windows, colour cream with blue leather upholstery of blue; engine just completely reconditioned by manufacturer's, in exceptional condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6645 (5 lines). (1190)

MANN ROBERTSON & Co., Ltd. offer:—
1949 Mark VI drop head coupe by Park Ward, grey with grey leather upholstery, 19,940 miles.

14 Berkeley St., London, W.1. Regent 2073. (1736)

GUY SALMON AUTOMOBILES Ltd. offer:—
1936 Bentley 4½-litre 4-door sports saloon by Thrupp & Maberly, completely rebuilt throughout and as new; £3,150.

1950 (November) Bentley Mark VI standard saloon under 5,000 miles, extra as new; £5,250.—Portsmouth Rd., Thames Ditton. Enderbrook 5551-2-3. (1647)

L. R. OWEN, Ltd. offers Bentley cars for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). (0096)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BARTLETT the Bristol Cars Wanted. Bristol, W.11. Hagarty 053. (1243)

A.F.N. Ltd. will purchase or accept in exchange Bristol cars—Valent Works London Rd. Isleworth Middlesex (0476)

ANTHONY CROOK purchases used Bristol on sight for cash—Anthony Crook, leading Bristol distributors—Cartman Hill, Surrey. Tel. 2552/3. (1349)

£235—B.S.A. 10 tourer, 1937, attractively finished in red, mechanically perfect bargain—M.B. Motors, 336, New Cross Rd., London, S.E.14. (1439)

£365—B.S.A. Scout, 1939 model, series 6, 10hp sports 2-seater, black, aiding head, red leather, good tyres, excellent condition, terms, exchange—Rowland Smith, below

£345—B.S.A. Scout, 1939, series 6, 10hp sports 2-seater, red, silver wheels, red leather, good tyres, excellent condition, terms, exchange—Rowland Smith, below

£245—B.S.A. Scout (August, 1939) 10hp series 5 2-seater, black, red leather, very good condition, terms, exchange, lit: open 8-7 week-day and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). (1376)

B.S.A. Cars Wanted

ROWLAND SMITH, the B.S.A. buyers—Hampstead High St. (Hampstead Tube). Ham. 504.

B.S.A. Spares and Service

BASIL ROY, Ltd.—£325—Kensington 6995. 671. Wholesale and retail—141, Gt. Portland St., Longman 778.

SPARE parts for 10hp and 12-14 fluid flywheel models. Allen, Victoria Rise, Clapham, S.W.4. Manxular 4199 and 6252-3. (1041)

BUGATTI

CHRISTOPHER MOTORS, Ltd.—See our advert. under "Sports Cars." (1320)

BUGATTI Cars Wanted

GEOFFREY EDWARDS, Ltd.—Urgently require for immediate cash and type 37 Bugatti, all models—Amenbury Lane, Harpenden, Herts. Tel. 118. (1451)

BUGATTI Spares and Service

J. LEMON BURTON, Bugatti service 3, London Rd. Kilburn, N.W.6. Maide Vale 1531. (1071)

BUICK

ROY GALWAY, Ltd.

1950 Buick Super 51 hydromatic 4-door saloon, blue with white wall tyres, heater, radio and absolutely as new.

1949 Buick Special 2-door 6-seater saloon, complete with nylon seat covers, heater, radio, etc. as new.

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq., London, W.1. Tel. Grosvenor 4747 (4 lines), 9246

SIMPSON'S MOTORS offer:

1948 Buick convertible, electrically operated hood, all accessories.

1947 Buick Super 51 Super, with extra, very clean car, for full list see under "American Car Specialists." Wembley 8691-2. (18429)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-2. (18429)

1939 Buick 51hp, steering gear coupe, leather upholstery, almost indistinguishable from 1937—1939—Bec. 6977. (1325)

1936 Buick 30hp saloon, two owners, exceptional tyres, good condition—£265—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (1741)

1947 4-door de luxe saloon, l.h.d., beautifully maintained; £1,575—Siddons Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 5557/6970. (15545)

CAMDEN MOTORS—Buick series 70 Roadmaster 4-door 6-seater saloon, 1946 model, first registered July, 1947, a beautiful example, immaculately finished in pale green, new look front, full length chrome belt moulding, luxurious upholstery, nylon seat covers, dash-away indicators, radio, heater, automatic door lights, chrome walk etc., maintained and serviced by London Buick distributors, small mileage and in superb mechanical order; £1,295.

CAMDEN MOTORS—Buick Roadmaster Eight series 1949 model, Buick Roadmaster 4-door 6-seater (convertible), 1949 model with Dynaflex drive, power operated windows and hood, radio, heater, seat covers, etc., superbly streamlined body styling similar to latest production model, 14,250 miles and accessories and special low pressure tyres; £2,750.

CAMDEN MOTORS—Buick Super Eight 6-seater saloon, 1947 model, equipped with Dynaflex drive, immaculate black finish with special leather trimmed upholstery, all extras as above model, desirable mileage; £2,650.

BUICK

JOE THOMPSON (MOTORS), Ltd. offer:

RHD 1950 Buick 4-door saloon, colour black mileage 4,000.

RHD 1950 Buick 4-door saloon, colour maroon, 9,000 miles.

RHD 1949 Buick 4-door saloon, low mileage, radio and heater.

RHD 1948 4-door saloon, colour black, low mileage.

LHD 1948 Buick 4-door saloon, colour black, low mileage.

JOE THOMPSON (MOTORS), Ltd. 97, Fulham Rd., South Kensington (next to Michlins), Ken. 4055. (1152)

A N excellent Buick Viceroy saloon (reg. Sept. 1937), in splendid condition throughout, superb radio set fitted, black with brown hide upholstery, £455.—Pattison Service Garage, London Rd., Guildford 575. (1955)

£699—Magnificent Buick Viceroy 50hp de luxe saloon, immaculate leather upholstery, exterior beautiful and just like new, this vehicle has been maintained regardless of expense and literally looks as though it has just left the 1939 Motor Show; you cannot better this Buick elsewhere, see and compare it; 8 months' guarantee; hire purchase, exchange.

LAMBS OF WOOD GREEN, Finchley Showrooms, 481, High Rd., Finchley, N.13. Tel. 5221. (1930)

BUICK Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models Buick Wembley 8691-2. (10664)

CASH immediately for good Buick—H. F. Edwards, 28, Upper High St., Epsom 9430. (1147)

BUICK saloon, late type, right-hand drive, 8-cylinder, must be in good condition.—Box 5452. (1147)

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Alameda St., London, W.1, Regent 7121. (1334)

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists

URGENTLY require all models Buick. Tel. Wembley 8691-2. (10477)

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (10141)

CADILLAC

1936 Cadillac limousine, good order throughout; £235 only.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5265. (11303)

EXTRA large-capacity Cadillac Utility, new wood-grained body, seats throughout, just overhauled; £1,200.

WADCOL MOTORS, 150-6, West End Lane, N.W.6, Hampstead 1177. (1514)

Cadillac Cars Wanted

SM

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Chevrolet. Wembley 8691-2. (10664)

CHEVROLET saloon, late type, right-hand drive, 8-cylinder, must be in good condition.—Box 5591. (17146)

BRITISH & COLONIAL MOTORS, Ltd.—Distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Tel. 5595. (1597)

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists

URGENTLY require all models Chevrolet. Tel. Wembley 8691-2. (10478)

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles—Distributors for London & Home Counties, require extra, Buick, Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5595. (11306)

CHRYSLER

JOE THOMPSON (MOTORS), Ltd. offer:

RHD 1951 new Chrysler Plymouth 4-door saloon, colour blue.

JOE THOMPSON (MOTORS), Ltd. 97, Fulham Rd., South Kensington (next to Michlins), Ken. 4055.

£350—Chrysler Richmond saloon, chauffeur maintained.—Dunstable House, Dunstable, Beds. (1256)

1947 Chrysler New Yorker saloon, right-hand drive, chauffeur maintained and condition absolutely perfect. Buick drive blenders, white wall wheels, radio, heater, reversing light and many other extras, colour mistletoe green, with leather and small mileage; price £2,500; inspection by appointment. Walter Dunk & Sons, Ltd., Eldon St., Barnley, Yorkshire. (1142)

CHRYSLER Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models Chrysler. Wembley 8691-2. (10667)

CHRYSLER distributors will purchase all types of Chrysler vehicles—59-65, Belaire Rd., Epsom, N.W.6. Tel. 5555/2155. (19643)

ROWLAND SMITH, the Chrysler buyers—Hampstead High St. (Hampstead Tube), Ham. 6081.

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists

URGENTLY require all models Chrysler. Tel. Wembley 8691-2. (10347)

Chrysler Spares and Service

CHRYSLER distributors, spare parts for all models; exchange reconditioned units in stock—59-65, Belaire Rd., N.W.6. Tel. 5555/2155. (19495)

CHRYSLER offer special service agents.

REPAIRS spare, exchange engine service—Church Road Eng. Co., Ltd., Haddenham, Essex. Tel. Haddenham 39474-37177.

CHRYSLER Specialists: repairs, spares, exchange engine service—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254.

CITROEN

DICKS

1936/7 Citroen 12hp saloon, fitted 1947 recon. engine, modifications totalling £200, little available. 6425.

DICKS CAR SALES, Ltd., 345-401, High Rd., Kilburn, Maide Vale 688-9. (10534)

CAR MART, Ltd.

1949 Citroen Light 15 saloon, 12,000 miles; £1,245. Car Mart, Ltd., 320, Euston Rd., N.W.1. (1544)

CARR BROS. offer:

1946 Citroen 15hp, low mileage, bronze metal finish, outstanding condition throughout. 1946.

CARR BROS. GARAGE, Ltd., Purley. Tel. 01. 4912. (15104)

C. G. NORMAN & Co.

CITROEN, sole distributors for the county of London, buyers of low-mileage Citroen cars; service, spares and repairs; terms—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. (17936)

C. LANFIELD LAWRENCE offer:

1939 Citroen Light 15 saloon, fitted dual carburetors, radio, etc., superior condition throughout; £800—507, High Rd., N.12. Finchley 029. (19014)

JOHN S. THROSCOTT, Ltd., for Citroen.

SEVERAL post-war models are usually available.

ONLY first-class examples are offered.

EXCHANGES, deferred terms.

SKILLED Citroen service and spares.

173 Westbourne Grove, W.11. Bat. 4274. (1474)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

ACE SERVICE STATION (LONDON), Ltd.,

The Citroen distributors.

INVITE your enquiries for guaranteed used Citroens, spares and efficient service.

NORTH Circular Rd., Stonebridge Park, N.W.10.
N. Kent 5505 (5 lines).

CHIFFSTAD MOTORS, Ltd.—See our advert. under Sports Cars.

CLAND & TABOR Ltd., Welwyn 481, offer with "three months' guarantee"—

1949 Citroen Light 15 saloon, suede green, beige leather, 18 in. carburettors, speedometer reading 4,000 miles, condition throughout equal to new; £1,375.

1940 Citroen 6-cylinder 20hp saloon, black brown leather, just overhauled, similar top year car double this price, immaculate order; £295. (1948)

WORTHING MOTOR Co., Ltd. for Citroen sales, spares, service—Tel. Worthing 71. (783)

1950 Citroen Light 15 saloon, green/brown leather, sliding door, first class condition; £1,250.

MONAGHTON ENGINEERING, Portsmouth Rd., Sandhurst, Ripley 3178. (1642)

265 cc.—Citroen 12, super modern saloon, excellent condition.—Autoparts, 8, Balham High Rd., Balham 1509. (9990)

1947 Citroen 15hp saloon, black with red leather, excellent condition.—2795—Working Motors (Masbury Hill), Ltd., Woking 1925. (1529)

£145.—1951 Citroen 12 4 de luxe saloon, clean condition, excellent runner, bargain—£145.

Motors, 180-184, West End Lane N.W.6. Hampstead 4290. (899)

CASSIS MOTOR MART.—1940 Citroen grand luxe 1600 5-passenger saloon, black, just reconditioned and re-oiled, written guarantee—5, Warren St., W.1. Luton 3531. (1664)

£289.—1937 model Citroen Super 12 saloon, black, red leather, recent record engine, ultra-reliable offer.—Bryant Motors, 180-184, West End Lane, W.6. Hampstead 4290. (1972)

FRENCH without tears a 100% Citroen specialist service and spares organisation for Midland owners; for descriptive folder.—Fargar, Motors, Cooper, Burnham, 15, Aston Cross 2425. (1594)

1950 writes Citroen Light 15 de luxe 4-door sun roof saloon, maroon, red leather, authentic mileage 11,500, one owner, as new throughout; accept list price £1,262, exchange considered.—Turner, Pat. 7055. (9048)

1947 Light 15 de luxe saloon, maroon red leather, 8-100 radio included, really nice coachwork and mechanical condition, good tyres and nearly new cutters.—£525.—Palmer Garage (Ripley), Ltd., Portsmouth Rd., Sandhurst, Ripley 3178. (1533)

295 cc.—Citroen 12, 1937, de luxe 4-door saloon, maroon, sliding head, red leather, very good condition, taxed, tires, exchanges, list open 9-7 weekdays and Saturdays.—Smith, Hampstead (Hampstead Tube). Hampstead 6041. (1577)

1940 (late) Citroen 15hp roadster, reconditioned cream with new red mohair hood and red upholstery, new tyres, radio, engine, radio, one of the latest and best examples of this popular and rare model; 1951.—Kensington 6925, write Richards, 62, Princes Mead, London S.W.7. (6092)

Citroen Cars Wanted

ACE SERVICE STATION (LONDON), Ltd.,

URGENTLY require an unlimited number of good Citroen cars.

NORTH Circular Rd., Stonebridge Park, N.W.10.
N. Kent 5505 (5 lines). (0004)

1949 50 Citroens wanted; please give particulars and price.

BREXMAN, Ltd., Grosvenor Garage, Burnage Lane, A. Manchester, 19, Rus. 2974-5. (0877)

ROWLAND SMITH'S, the Citroen buyers—Hampstead (High St. Hampstead Tube). Ham. 6041. (1052)

W. MOTORS, Ltd., always require first-class Citroens.—Tel. Wallen-on-Thames 785 and 1457.

CASH immediately for good Citroen.—H. F. Edwards, 134, Gt. Finchfield St., W.1. Langham 0912. (1461)

URGENTLY wanted for cash late model Citroens.—Connaught Engineering, Portsmouth Rd., Sandhurst, Ripley 3178. (1618)

JOHN S. TRUSCOTT, Ltd. urgently require low mileage, really well-kept Citroens—175, Westbourne Grove, W.11. Bar. 4274. (4615)

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3151-2. (10187)

BRING your used cars to the Citroen specialists: we will recondition as new.

THE HEADLINE MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. "Grains" Trade. (1614)

WIDECOME GARAGES, Ltd., Putney Rd., Bath 4262.—Citroen spares, reconditioned drive, trains by service. (1614)

SHRIMPSTON'S MOTORS, Ltd. London Distributors.

Head office and showrooms—242-244, Brompton Rd., S.W. 1. Kensington 9764.

SPARFIS and service—42, Montrose Place, Halkin St., Woodford Park Car, S.W.1. Tel. Slough 5230. (1614)

WOODFORD CAR MART, Essex distributors for W. Citroen cars, sales, service and reconditioning—Woodford New Rd. Woodford Green, Essex. Barkhorth 6217.

Citroen Spares and Service

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford, Tel. 2774/5-6.

CITROEN.—We are distributors for R.W. Kent and specialise in reconditioning these cars. Front drive and assemblies fitted from stock.—Barnehurst Garage, Ld., Basherfield 725. (10746)

REDWOOD Citroen body repair service, 24 years' experience, crash and general repair.—Hulse's, 259, Staines Rd., Hounslow, Middx., Tel. Hou. 5595, West-End Hou. 2943. (10137)

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, silver joints reconditioned 48-hr., all spares stocked. (10562)

CORD

SWANMORE GARAGE, 1170-1180, Christchurch Rd., Hove, Tel. Southbourne 1023.

1951 registration (£10 tax) supercharged 1936 Cord 4-seater drop head coupe, ivory and blue, outstandingly attractive fast sports car, 32,000, ex War. Diaper. (1170)

1950 registration (£10 tax) Cord saloon, 40,000 miles, attractive mist green coachwork, radio, etc.—T. J. Richards, Ipswich. (1170)

DAIMLER

HAROLD RADFORD & Co., Ltd.

1949 (July) 2½-litre Daimler saloon, black with brown leather upholstery, speedometer reading 10,843 miles, fitted with heater and demister, one owner, 10,000, excellent condition. (1170)

HAROLD RADFORD & Co., Ltd., Maiton Court, 10, Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

MCKINNON MOTORS, Ltd., offer—

1950 (April) Daimler 2½-litre saloon, grey, blue leather, sliding roof, heater, taxed Dec. 31st, 5,000 miles only, six months' guarantee, trade enquiries welcomed. (1163)

MCKINNON MOTORS, Ltd., "Langham House," 3, Tel. Wallington 5401, Wallington, Surrey. Established 1916.

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 27hp Windover 7-passenger Limousine 1950, black with fawn cloth, well maintained; £1,500.

DAIMLER 27hp Hooper touring saloon, blue and black, with blue leather, most attractive coachwork complete with radio, heater, lower covers, serviced by Daimler Co., £2,950.

DAIMLER 2½-litre Consort saloon, grey with red leather, 12,000 miles, new £2,250.

DAIMLER 2½-litre saloon (1950), black and green, with brown leather, radio and heater, well maintained. (1975)

DAIMLER 2½-litre coupe (1949), black with red leather, superbly finished. (1965)

DAIMLER 2½-litre saloon (1949), black with brown leather, excellent performance and appearance; £1,850.

DAIMLER 2½-litre saloon (1947), black with brown leather, radio and heater, in excellent order; £1,450.

DAIMLER 2½-litre saloon (1946), black with brown leather, outstanding condition; £1,375.

DAIMLER 27hp Straight 8-cylinder limousine, lark blue and black with grey cloth to rear, full 7-passenger equipment including sliding door, folding roof, in fine condition. (1965)

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 3404), services, repairs, reconditioning, Herbrand St., Russell Sq., W.C. (Terminus 7464). (1215)

GUY SALMON AUTOMOBILES, Ltd., offer—

1946 Daimler 2½-litre saloon, excellent condition throughout. £1,150.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-3. (5668)

1949 (Dec.) 2½-litre Daimler coupe by Barker, black with brown thr., 7,500 miles; £1,695.

JACK OLDING & Co., Ltd., 8-10, North Audley St., W.1. Mayfair 5242. (1526)

CASSIS MOTOR MART.—1937 Daimler 20 saloon, blue, engine just reconditioned, superb order, written guarantee.—5, Warren St., W.1. Euston 4110. (1311)

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service. (1054)

DAIMLER House Bournemouth, Tel. 5405.

1939 Daimler 2½-litre saloon de luxe, one owner, exceptional condition; £735. 3 months' guarantee, written guarantee.—Brown's Garage, Loughton (Essex) 115. (9080)

DAIMLER Consort saloon (Oct. 1950), grey with red hide, heater, guaranteed 10,000 miles, as brand new, £2,140, exchanges and tax.—Low Fiat Motor Co., Ltd., Chesham-on-Thames, Tel. 7252. (1546)

1934 Daimler 15 saloon, blue, black upholstery, good running order, good tyres, recent engine overhaul; £220, or near.—S. Buren & Son, Hillside Chase, Egham, Tel. Egham 440. (1511)

1941 Daimler 5-passenger saloon, late property, immediate order throughout, completely overhauled by Daimlers in 1949, runner, as extra.

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 4110. (9075)

DAIMLER 2½-litre, first registered April 1950, fitted with drop head coupe body by Barker, 21,000, fitted with shades of green, one careful owner, fitted radio and heater, perfect condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton 1754.

A. L. & SAUNDERS.—Limousine 1936, Ltd. 24hp, parent without occasion, privately owned, excellent condition, black, also.

1938 private, excellent condition by Charesworth, A. L. & SAUNDERS (100-Limousines) Providence Court North Audley Street, Mayfair 2941. (1154)

DAIMLER

1950 sports saloon, cond., 16,000, H.M.V. radio, Lucas windscreen washer, Jones covers, rubber floor covers, perfect condition, best offer over £2,500.—39, Rodney St., Liverpool, Roly 2315. (1718)

Daimler Cars Wanted

CASH immediately for good Daimler.—H. F. Edwards, 134, Gt. Finchfield St., W.1. Langham 0912. (1461)

ROWLAND SMITH'S the Daimler buyers—Hampstead (High St. Hampstead Tube). Ham. 6041. (1052)

Daimler Spares and Service

ARCOT MOTORS, Ltd.—Preslector gear boxes, extra changes and repairs.—168, Fulham Rd., S.W.3. Kensington 7501. (10236)

PRESECTOR gear boxes—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. (10145)

CROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sale and service.—Kingsminster Rd., Croydon 5775. (1064)

DAIMLER and Lanchester spares—Large stock of spares for most models; specialists in spares unit, engine, etc., for the Daimler above valve repairs; Allen, Victoria Rise, Clapham S.W.4. Mayfair 4199 and 6252-3. (1046)

DELAGE

SELBORNE (MAYFAIR), Ltd., World Concessions; re-offer—1938 model Delage saloon.

£595

82 Park St., W.1. (4701)

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessions.—Rapid engine and body repairs, parts stocked.—62 Park St., W.1. (1089)

DELAHAYE

SELBORNE (MAYFAIR), Ltd., Delage world concessions.—Delahaye cars, offer new 1952 model, British built, 4-cylinder, 1400 cc., delivery 3 to 4 weeks.

82 Park St., W.1. (1704)

Dodge Spares and Service

SELBORNE (MAYFAIR), Ltd., Dodge world concessions.—Rapid engine and body repairs, parts stocked.—62 Park St., W.1. (1060)

DEWLO

1950 Dewlo 2-seater, competition model, black with beige leather, low mileage; £550.

H. A. SANDERS, Ltd., Austin House, Curzon St., Worcester, Tel. 2568. (1214)

D.K.W.

D.K.W. 39.39 black saloon, excellent condition new tyres, battery, carburettor, gear box, £353. (1129)

B & M GARAGES, Ltd., for super reconditioned cars D.K.W. cars and trucks and spare parts, crankshafts, steel cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls, our specialists.—B & M Garages, Ltd., 32a, St. Michael's, W.2. Paddington 6977. (10316)

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction, Bat. 0971. (1006)

DODGE

OVERSEAS CARB, Ltd.

1949 Dodge saloon, 25.3hp, gramophone transmission, 2.0 d.t. fitted radio, heater and seat covers, 16,000 miles, perfect condition throughout; £2,500.

OVERSEAS CARB, Ltd., 297, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (9428)

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines. Church Road Engineering Co., Ltd., Bodley Street, Huddersfield, Essex.—Tel. 56474 5127. (10192)

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. (10562)

FIAT

CHIFFSTAD MOTORS, Ltd.—See our advert. under Sports Cars.

FIAT 500, 1948, reconditioned throughout, regis. over, outstanding car; £330.—S. & S. Motors, Baywater 1644. (1054)

MAYFAIR GARAGES, Ltd., invite you to inspect the finest selection of Fiat cars in the country—all for immediate delivery from stock.—See our advert.

MAYFAIR GARAGES, Ltd.—Fully reconditioned 500 and 2nd series convertible coupes, in grey, stone, black or Channel green, 3 months' guarantee, delivered with three months' guarantee; £485.—Below.

MAYFAIR GARAGES, Ltd.—1947 Simca Fiat 500, Fiat 1100 3000 120hp de luxe 4-door pillarless saloon, 1½ drive, green with soft hide upholstery, Masterdisc 16" wheel, 4-spoke demister, one owner since 1948, under 20,000 miles, almost new condition throughout three months' guarantee; £485.—Below.

MAYFAIR GARAGES, Ltd.—1939 1100 500c 4-door pillarless saloon, hide upholstery, good tyres, very good condition throughout, three months' guarantee; £375.—Below.

MAYFAIR GARAGES, Ltd.—1939 2nd series 500 full 4-door convertible saloons, choice of three in grey and green, from £355 to £485.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 fixed head coupes, choice of four, in black, maroon and green, from £375 to £485.—Below.

MAYFAIR GARAGES, Ltd.—July 1938 500 convertible coupe, black and red with red leather upholstery, four almost new tyres, 1938 500 fixed head coupe, very smart car; £345, choice of four 1938 models; £375.—Below.

MAYFAIR GARAGES, Ltd.—All the above cars carry three months full guarantee.—Below.

MAYFAIR GARAGES, Ltd.—Full repairs and reconditioning of Fiat cars and Italian Fiat mechanics.—Below.

MAYFAIR GARAGES, Ltd., Balderston St. (opp. Seaford clock), Mayfair W.1. Mayfair 3104-5. Open 9-6. Sat. 9-12. (9215)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

COACHCRAFT OFFER: FIAT

1938 Fiat 1500 pillbox sports saloon, this vehicle is in exceptional condition, having had £250 expended on it during past 18 months (all bills available), very well maintained, £395; terms and exchanges; available for A.A. or R.A.C. inspection.

COACHCRAFT, Elm Rd., Evesham, Tel. 6533. (1479)

C. V. RUSHMER The Fiat Specialist, offers for January delivery rebuilt 1939 500 4-seater, choice room condition guaranteed. No, Holland Park, W.11, Park 371. (1731)

1937 Fiat 500 convertible coupe, grey, red interior, good paint, mechanically sound £295;—Fishers Garage (Ripley), Ltd., Portsmouth Rd., Ripley, Surrey, Tel. 2184. (1854)

445 Fiat 500, 1939 (registered 1940), 4-door pillbox saloon, punctual, green, leather, carefully used, excellent condition, terms, exchanges;—Rowland Smith, below. (1933)

395 Fiat 500, 1939, 4-seater convertible, black and silver, red leather, good tyres, very carefully used, exceptional condition, taxed, terms, exchanges; last: open 9-7 weekdays and Saturdays;—Rowland Smith, Hampstead (Hampstead Tube), below. (1580)

1939 Fiat 500; this exceptionally kept car has a history and has had over £300 overhaul in the last twelve months;—Derrington, 180, London Rd., Kingston 5621-2. (1705)

1939 Fiat 500 convertible coupe, specially finished in red and black, chrome, mechanically sound, condition, extras include chromium spot lamp, luggage carrier and child's seat in back; taxed, £295;—Derrington, 180, London Rd., Kingston 5621-2. (1646)

Fiat Cars Wanted

R ROWLAND SMITH'S, the Fiat buyers, Hampstead High St. (Hampstead Tube), Ham. 6041. (1933)

M MAYFAIR GARAGES, Ltd.,—Particularly good cash buyers of all models Fiat, because we sell more Fiat than any firm in the country; telephone for buyer to call; Mayfair Garage, Ltd., Balderston St. (opp. Belridge's clock), Mayfair, W.1. Mayfair 3104-5. (1965)

Fiat Spares and Service

M MAYFAIR GARAGES, Ltd.,—Fiat sales and service by skilled English and Italian staff.—Below.

M MAYFAIR GARAGES, Ltd., stock various self-fitting body trims such as seat, hood, running boards, etc., on request. —Below.

M MAYFAIR GARAGES, Ltd., Balderston St. (opp. Belridge's clock), Mayfair, W.1. Mayfair 3104-5. (1965)

FIAT 500cc genuine Fiat spares, reconstructed engines, seat belts, starters, dynamo, etc., guaranteed repairs.—S. & A. Motors, 105a, Westbourne Grove, W.11, Tel. Day, 1644. (1916)

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams, Fiat, Wembley. (1909)

B. D. J. (ENGLAND), Ltd., offer exchange engines, fitted same day, own engines reconditioned 7-10 days; top and used engine chassis and body parts;—65, Lovelands Rd., Harrow, Mv. 6028. (1925)

FIAT 500, 1100 and 1500, full range of spares, reconditioned and bench-tested engines, gear boxes, suspensions, dynamo, starters, radiators, in exchange, spare wheel covers, luggage carriers, supercharger sets, Motor scanners, complete servicing all models.—Derrington, 189 & 181, London Rd., Kingston 5621-2. (1505)

FORD (8 h.p.)

W HAROLD PERRY, Ltd., Inveria Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444.

1948 Ford Anglia saloon, colour black, leather cloth upholstery, choice of two cars, both in really first-class condition.

1949 Ford Anglia saloon, colour black, leather cloth upholstery, with loose covers, fitted reconstructed engine, very clean car.

A MOVE cars available for demonstration anywhere, for time, hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Inveria Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-Purchase Specialists.

1947 Ford 8 Anglia saloon, black with red upholstery, genuine low mileage, one owner, a really attractive car, £495;—below.

HIRE purchase terms on the spot with no references, no formalities or questions; top price in part exchange on your present motor cycle or car; unique three months' written guarantee; always 200 cars under £300 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8, Maida Vale 5094 connect all branches and departments, (Kilburn Park Station, Baking time, 120 yards.) (1282)

COACHCRAFT OFFER:—

1937 Ford 8 2-door saloon, fitted works' replacement engine and new battery, bodywork clean and sound, condition good, no rust, reliable vehicle at reasonable price, £205; terms and exchanges; available for A.A. or R.A.C. inspection.

COACHCRAFT, Elm Rd., Evesham, Tel. 6533. (1432)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

W HAROLD PERRY, Ltd., Station Bridge, Walsden, Harrow, Middlesex. (1909)

FORD (8 h.p.)

WELL HALL ROAD GARAGE

1950 (Oct.) Ford Anglia, black, one owner, low mileage, three months' guarantee, perfect;—WELL HALL ROAD GARAGE, Well Hall Rd., Epsom, W.8.9, Ken. 3934. (1755)

PRIDE & CLARKE, Ltd., offer:—

£585—1949 Ford Anglia saloon, black, low mileage, three months' guarantee, choice of 7; terms, exchanges, last:—237, Brixton Hill, S.W.2, Tulse Hill 5664. (1796)

ALAN TAYLOR MOTORS, Ltd., offer:—

MARCH, 1940, Ford Anglia saloon; £475.

JUNE, 1947, Ford Anglia saloon; £545.

APRIL, 1950, Ford Anglia saloon, 6,000 miles; £775.

HIGH ST., Wandsworth, S.W.18, Tel. Vandyke 3433 5 lines. (1653)

W. J. BROWN, Ltd., used Ford specialists.

1950 (Oct.) Ford Anglia saloon, green, 7,100 miles; £715.

1948 (June) Ford Anglia saloon, black, 4,000 miles, one owner since new, £545.

1947 (Nov.) Ford Anglia saloon, black, exceptionally clean car, £525.

1946 (April) Ford Anglia saloon, black; £395.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3, Hampstead 4414. (1964)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Anglia saloon, beige, 1,000 miles, and many others to select from.

56 Rd., Alport, Middlesbrough (Perivale 5388); 6 and 12, Sengley Rd., Catford, S.E.8 (Hither Green 5621). (1546)

1949 Ford Anglia, green as new; £675.—Below.

1946 Ford Anglia, black, immaculate condition; £330.—Hendon Central Garage, Ltd., 44-46, Watling Way, Hendon Central, N.W.4, Tel. Hendon 1423-4. (1626)

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors.

W J always has a good selection of Ford Anglias which have been through our works and overhauled mechanically and bodily and which are therefore far above average condition; exchanges and terms.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (6 lines). (1800)

1936 Ford 8, two owners, in exceptional condition throughout; £245.

MADDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. (1685)

1949 Ford Anglia saloon, black, one owner, excellent condition; £635.

J. OREN WILSON AUTOCAR, Ltd., Banderstead Rd., South Croydon, Sandervated 4260. (1901)

1949 Ford 8 saloon, 8,000 miles; £635.—Rory Autos, Ltd., Buxton 2700. (1420)

335 ens.—1939 Ford 8 de luxe saloon, superb condition.—Autospin, 5, Balham High Rd., Balham 1509. (1959)

1947 Ford Anglia saloon, one owner, excellent condition throughout, taxed, guaranteed; £495.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (1225)

1937 Ford Anglia, roof re-covered and repainted, in excellent mechanical and bodily condition.

G. GARAGE SERVICE CO., Hoop Lane, Golders Green, G. N.W.11, Speedwell 3498. (1299)

1950 (June) Ford Anglia, taxi with red upholstery, 10,000 miles; £745; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Finsbury St. (off the Moor), Shoreditch, E.1. Tel. 2487. (1435)

1950 Ford Anglia saloon, finished in green with brown leather upholstery, first class throughout; £705.

B. NEW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7, Ken. 2469. (1779)

1949 model Ford Anglia, reconditioned engine just fitted, immaculate condition throughout, no rust, no formalities or questions; top price in part exchange on your present motor cycle or car; unique three months' written guarantee; always 200 cars under £300 to choose from.

COLE'S GARAGES, Worples Rd., Wimbeldon, London, S.W.15, Tel. Wimbeldon 0195. (1419)

1937 Ford 8 saloon, excellent car throughout; £225.—Thomas Motors, Ltd., 117 London Rd., Kingston, Surrey, Tel. 6415. (1940)

£225—1936 Ford 8 saloon, taxed, clean condition, good tyres, new battery.—Bry Motors, 180-182, West End Lane, N.W.8, Hampstead 6480. (1565)

1949 Ford 8 Anglia saloon, black, in first-class condition; £650; 1948 Anglia with reconditioned engine, £395; also 1947 in first-class condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, G.A. 2234. (1941)

£295—1950-9 Ford 8 saloon de luxe, excellent condition.—G. P. (Bakers), 10, Park Lane, Ham Hill, S.W.12 (100 yards Chiswick South Tube), Bat. 1197-8-9. (1544)

WALTER SCOTT, Ltd.—1946 Ford Anglia, black, excellent condition; £425; terms, exchanges.—39, Colney Crescent, Hampstead, N.W.3. (Fitcher's Road, Tel. Pyl. 5814. (1532)

FORD (8 h.p.)

750 ens.—Ford Anglia, November 1950, 8hp saloon, black, one owner, 5,627 miles, brand new condition, taxed, terms, exchanges.—Rowland Smith, below.

725 ens.—Ford Anglia, October 1950, 8hp saloon, black, one owner, 10,400 miles, brand new condition, taxed, terms, exchanges.—Rowland Smith, below.

625 ens.—Ford Anglia, November 1949, 8hp saloon, black, one owner, 10,400 miles, brand new condition, taxed, terms, exchanges.—Rowland Smith, below.

365 ens.—Ford 8 1950 de luxe saloon, blue, excellent condition, year's tax; terms, exchanges; last: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1561)

A. B. SIMONS & Co., Ltd.—1949 Ford Anglia 8 saloon, colour black, new engine recently fitted, excellent condition throughout; £575.—84, Os. Portland St., W.1, Lan. 1343. (1503)

A. R. THUR E. GOULD, Ltd., 290-292, Regent St., W.1, Tel. 5-14, Meard St., Epsom, W.1, Landham 198-9. (1948-50 Ford Anglia saloons, low mileage, all arranged, also earlier models. (1097)

1938 Ford 8 saloon, black, one owner, reconditioned engine, excellent condition throughout; taxed; £555.—M.B. Motors, 336, New Cross Rd., London, S.E.14, Tideaway 3779. (1640)

1948 very late registration Ford Anglia saloon, really good bodywork, new engine and battery this year; £595.—Fishers Garage (Ripley), Ltd., Portsmouth Rd., Ripley, Surrey, Tel. 2184. (1855)

JACK ROSE, Ltd., offer: 1950 (September) Ford Anglia in black, almost unmarked inside and out; first choice for £675 secure.—Jack Rose, Ltd., Stafford Rd., Walsingham, Surrey, Walsingham 6677-8. (1046)

Ford Anglia

A new, post-war Ford 8 required.—50, Ryecroft Rd., S.W.16, Tulse Hill 1298 (day). (1972)

CASH buyers of low mileage Ford 8; distance to coast.—Hatchers, Lodd St., Doughty, W.2. (1965)

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. (1561)

FORD (10 h.p.)

W HAROLD PERRY, Ltd., Inveria Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444.

1949 Ford Prefect saloon, colour black, with brown leather upholstery, 21,000 miles, mechanical condition perfect.

1950 Ford Prefect saloon, colour green, leather upholstery, 12,000 miles, low mileage, spot lamp, showroom condition, 12,000 miles.

A any time. Hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Inveria Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. (1975)

CAR MART, Ltd.

1950-51 Ford Prefect saloon, 170 miles; £975.—Car Mart, Ltd., 150, Park Lane, W.1, Grosvenor 3551. (1542)

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-Purchase Specialists.

1947-8 Ford Prefect 4-door saloon, red leather upholstery, negligible mileage, exceptionally well maintained, top price in part exchange on your present motor cycle or car; unique three months' written guarantee; always 200 cars under £300 to choose from.

HIRE purchase terms on the spot with no references, no formalities or questions; top price in part exchange on your present motor cycle or car; unique three months' written guarantee; always 200 cars under £300 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8, Maida Vale 5094 connect all branches and departments, (Kilburn Park Station, Baking time, 120 yards.) (1282)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

W. HAROLD PERRY, Ltd., Station Bridge, Walsden, Harrow, Middlesex. (1909)

BOON & PORTER, Ltd.

1950 Ford Prefect saloon, green with leather upholstery, mileage 7,000, positively unmarked; £595.—Castelmans, 6, W.13 (by Hammersmith Bridge); Riverside 344. (1123)

B. J. HUNTER, Ltd., offer:—

1949 Ford 10 saloon, low mileage, choice of two, from £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. (1977)

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, beige with brown upholstery, 90 miles; £595.

836 ens.—High Rd., N.12, Hillside 0034. (1667)

W. J. BROWN, Ltd., used Ford Specialists.

1950 (Nov.) Ford Prefect saloon, black, brown leather upholstery, 7,900 miles; £635.

1949 (Nov.) Ford Prefect saloon, black, brown leather upholstery, 11,000 miles; £795.

1947 (May) Ford Prefect saloon, black, brown leather upholstery; £465.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3, Hampstead 4414. (1965)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

PRIDE & CLARKE, Ltd. offer—
£849—1950 Ford Prefect, black beige upholstery, 10,000 miles, one owner.
£785—1950 Ford Prefect, beige brown leather, 10,000 miles, one owner.
£735—1949 Ford Prefect, black brown leather, one owner, choice of 3.
£579—1947 Ford Prefect, black, brown upholstery, reconditioned engine, three months' guarantee, many extras, terms, exchanges, lists—Stockwell Rd., S.W.9, Brixton 6251. (1794)

ALAN TAYLOR MOTORS, Ltd. offer—

MARCH 1949 Ford Prefect saloon; £275.

JULY 1949 Ford Prefect saloon; £285.

FEBRUARY 1950 Ford Prefect saloon; £305.

OCTOBER 1950 Ford Prefect saloon, 6,000 miles; £910.

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). (1654)

PHOENIX MOTOR CO. (Surrey), Ltd. offer—

1950 (November) Ford Prefect saloon, black, brown leather upholstery, 400 miles only, as brand new. £1,425.

PHOENIX House, High St., Sutton, Surrey. Visiting 1121. (1676)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Prefect saloon, green, hide, 4,000 miles, and many others to select from.

56 Park Lane, W.1 (Regent 4866), and 374 Ealing Rd., Alperton, Middlesex (Perivale 3585), 8 and 12 Stanley Rd., Catford, S.E.6 (Hither Green 4621). (1547)

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors.

W. J. always has a good selection of Ford Prefects which have been thoroughly over-worked and over-studied mechanically and bodily and which are therefore far above average condition, exchanges and terms.

Ford House, New Rd., Dagenham, Essex. (1501)

1951 model Ford Prefect, black, red leather, 4,000 miles; £415—Woking 330. (1660)

1947 Ford Prefect saloon, 25,000 miles, black, grey interior, excellent condition; £565.

TRICKFORD, Ltd., Upper St., Martin's Lane, W.C.2. Temple Bar 5535. (1371)

1949 Prefect saloon, spotless; £845—Mitchell 1 Balham High Rd., S.W.12. Balham 2254. (1501)

£350—Ford 10 1950 2-door saloon, cellulose, chrome, interior excellent throughout, many extras.

BENMOTORS, 1, Clarendon Rd., Holland Park Lane, W.11, Park 5066-7, Open Mon. to Sat., 9-6 (50 yds. Holland Park Tube). (1177)

1950 (Nov. 1949) Prefect, black, carefully used, Wembley 6262. (7155)

1948 Ford Prefect saloon, one with red leather upholstery, 19,000 miles; 3 months' written guarantee; £655.

C. & W. MOTORS, Ltd., Queen's Head Garage, Park End Rd., N.3, Finchley 6256-7. (5623)

1950 Ford Prefect saloon, black leather, 19,000 miles; £700—H. C. Paul, Ltd., 32, Bruton Place, W.1. (1501)

1000 miles, 1950 Ford Prefect saloon—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Tem. 5568. (1381)

1947 Prefect, green, leather upholstery, £825—Silverhouse Motors, Ltd., 1015, Finchley Rd. N.W.11, Meadway 2289. (1663)

1950 (October) Prefect, black, brown leather, 5,000 miles, as new—Broadway Motors, 67, High St., Bournemouth. Tel. 0175. (1255)

FORD Prefect (Oct. 1950), 9,000 miles, black saloon, brown leather, showroom condition; £415—31, 81, Matthews St., Ipswich, Suffolk. (1132)

1949 Ford Prefect, unmarked; £740—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (1443)

1940 Ford Prefect saloon, 2-door, with cloth upholstery, reconditioned, interior as new, reconditioned engine just fitted; £450—Browne.

1948 Prefect saloon, black, leather upholstery, 19,000 miles; £750—1950 Ford Prefect saloon, black, leather, one mile; £775.

PETERARS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gln. 2234. (1513)

1949 Ford Prefect, black, cloth interior, taxed, year, small mileage; £825—Moreton Garage, 61, Albert Embankment, S.E.11, Reliance 4016. (18498)

£325—1950 Ford Prefect 4-door de luxe saloon, black & beige, unrepeatable offer—Ray Motors, 180-184, West End Lane, N.W.6, Hampstead 6498. (1663)

ARTHUR E. GOULD, Ltd., 350-352, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1564-5.

1946-50 Ford Prefect saloons, low mileage, all guaranteed; £579.

£325—Reg. 1941 Ford Prefect tourer, reconditioned, very close condition, 4,265—Van-3.

Ray Motors, 180-184, West End Lane, N.W.6, Hampstead 6498. (1663)

1947 (March) Ford Prefect saloon, black, brown leather, excellent condition; £565—Van-3.

Ray Motors, 180-184, West End Lane, N.W.6, Hampstead 6498. (1663)

1947 (March) Ford Prefect saloon, black, brown leather, excellent condition; £565—Van-3.

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1947 (March) Ford Prefect saloon, black, brown leather, excellent condition; £565—Van-3.

Ray Motors, 180-184, West End Lane, N.W.6, Hampstead 6498. (1663)

FORD (10 h.p.)

1947 Ford Prefect 4-door saloon, immaculate condition throughout; £595, exchanges here. **B. & H. Motors**, 1464-5, High Rd., Wembley, London, N.30. Hillside 6671-2. (1322)

JACK ROSE, Ltd. offer 1949 Ford Prefect 4-door saloon, appearance absolutely as brand new, mileage 5,000; 100-110-mile demonstration willingly, accept cash. **Jack Rose, Ltd.**, Stafford Rd., Wallington, Surrey. Wallington 6877/8. (1345)

1948 (July) Ford Prefect de luxe saloon, black, with grey interior, fitted with special Blue-mel spring steering wheel gear lever extension and oil air cleaner and sponser; engine just reconditioned, an extremely smart car; £750.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4561. (3006)

695 ans.—Ford Prefect, February 1946, 10hp 4-door saloon, black, one careful owner, exceptional condition, taxed, terms, cash, open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1563)

ROWLAND SMITH, the Ford 10 buyers—Hampstead High St., Hampstead Tube, Ham. 6041. (1005)

MARSTON MOTOR CO. Ltd. for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (1545)

CARST buyers of low mileage Ford 10s; distance no object.—Hastons Ltd. St. Southampton. Tel. 2868.

A new, post-war Ford 10 required.—Fortune, 33, Cambridge Rd., E.11. Tulse Hill 2706 (day). (1655)

A LMOST new Ford 10 required; cash payment.—Moxley, 54, Streatham Hill, S.W.2. Tulse Hill 4484. (1655)

FORD 14.9

125 ans.—1935 Ford 14.9 saloon, superb condition.—Autonips, 5, Balham High Rd., Balham 1509. (1952)

FORD (V.8)

HAROLD PERRY, Ltd. Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloon, black, with blue leather upholstery, 11,000 miles.

1950 Ford Pilot saloon, colour green, with beige leather upholstery, radio and heater, 12,000 miles.

A ROVE cars available for demonstration anywhere, any time. Hire purchase terms can be arranged.

HAROLD PERRY, Ltd. Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4444. (1976)

CAR MART, Ltd.

1950 Ford Pilot saloon, 5,000 miles; £1,115.—Car Mart, Ltd., 520, Ruston Rd., N.W.1. Euston 1212. (1545)

NEWNMAN, Ltd.

1950 Ford Pilot saloon, black with beige, radio, 8,000 miles, exceptional condition.

NEWNMAN House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (9411)

PRIDE & CLARKE, Ltd. offer—

£875—1949 Ford Pilot saloon, blue blue leather, owner, choice of 3 three months' guarantee, terms, exchanges lists.—237, Britton Hill, S.W.2. Tulse Hill 5664. (1798)

PHILIP RICKARDS, Ltd. offer—

1950 Ford Pilot, black, brown, 11,000 miles.—A. tenor 4772.3. (1340)

WARWICK WRIGHT, Ltd. offer—

1950 Ford Pilot saloon, green, brown leather, radio and heater, 5,000 miles.

1950 Ford Pilot saloon, black, brown leather, radio and heater, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1649)

H. A. SAUNDERS, Ltd. Radlett, Herts.

1950 Ford Pilot, 12,000 miles; £1,075.—Tel. Radlett 6167 and 5649. (1966)

DAGENHAM MOTORS, Ltd. Ford Main Dealers.

1950 Ford Pilot saloon, blue, hide, radio, heater, 4,000 miles, many extras to select from.

56 Park Lane, W.1 (Regent 4866), and 374 Ealing Rd., Alperton, Middlesex (Perivale 3585); 8 and 12 Stanley Rd., Catford, S.E.6 (Hither Green 4621). (1547)

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon; £1,075.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. (1281)

1950 Ford Pilot, loose covers, radio, heater, exceptional; also 1949 Ford Pilot.

GUY ALFRED & Co. Ltd., 6-7, Warren St., W.1, Euston 3566. (1307)

£285—1939 Ford V.8 22hp, excellent condition, good tyres.—Radiett 6161. (1849)

1950 (Oct.) Ford Pilot, 10,500 miles.—Ernest Sutton, Tel. Regate 4 (trade only). (1919)

PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars."

7000 miles only, 1949 Ford Pilot saloon, radio and heater.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Tem. 5568. (1382)

900 miles only, 1950 Ford Pilot, black, brown interior, heater.—Lamb's, Ltd., Standard House, Woodford, Essex. Wan. 5666 (20 lines). (1647)

FORD (V.8)

MAYFAIR COUNTRY CARS offer Ford V.8 75A model, roadster, excellent condition, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY—FORD OR OTHER BODIES
Ford V.8 50hp 7-seater utility, 1947.
GEORGE NEWMAN & Co., 300, Euston Rd., London, N.W.1. 1947
Euston 4466.

FORD Mercury utility (first reg. 1948), in excellent condition, 1945—Jacquet, Ltd., 225-T, Hammer-smith Rd., W.6. Riverside 6677-8. 19754

225-Ts—Ford V.8, July 1938, 50hp 61A 4-door, 5-seater utility, timber body, done all round, drop tailboard, good condition; terms, exchange, full open 9-7 weekdays and Saturdays—Howland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 11585

Ford Utility Cars Wanted
Ford 9, 10 and 50hp utilities wanted from 1936 onwards.
GEORGE NEWMAN & Co., 300, Euston Rd., London, N.W.1. Euston 4466.

ROWLAND SMITH'S, the Ford utility buyers—Hampstead High St. (Hampstead Tube), Hampstead 6041.

FORD MISCELLANEOUS

J. DAVY offers:—

FORD Pilot 1949 model, radio, heater, 4253.

FORD Prefect 1948, registered March 1949; 4725.

FORD Prefect 1947 (June); 4695.

FORD Anglia 1945, 10hp engine; 4665.

FORD Anglia 1947 (May), black; 4525.

180—155, Kennington High St., W.8. Western 9641. 19757

TANKARD & SMITH, Ltd., offer the choice of many Ford 9s and 10s from their trade stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.5. Tel. Fink 4801-5. 19376

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. 19356

W. HAROLD PERRY, Ltd., main Ford dealers—Inverly Works, 279, Balhams Lane, North Finchley, 10545

FORDS wanted—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. 19823

CASH immediately for good Ford—H. F. Edwards, 25, Upper High St., Epsom 5420. 19172

Ford Spares and Service

NORMAND, Ltd.,

WAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. 19358

F. H. PEACOCK, Ltd.,

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 6, 10, and 20hp always available from stock.

219—221, Balham High St., S.W.17. Tel. Balham 4301. Also at

FORD RD., Folkestone S122. 19406

ALLAN TAYLOR (MOTORS), Ltd.,

1010 St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

LANDYKE 4435 (5 lines). 19314

FORD 8 popular from 1945, £11 a pair, rear 65 and 65—Brooks Cars, 94, Queens Rd., Brighton. 19455

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wandsworth 2533), main Ford dealers, service and all spares. 19093

ALDARD MOTORS, Ltd., 45-45, Acre Lane, London, S.W.2 (Hampstead 6451), main Ford dealers, service and all spares. 19110

MANUFACTURERS have for disposal 6 brand new Ford V.8 50hp engines complete with starter motor, dynamo, carburettor, etc.

FORD Mercury V.8, brand new, with dynamo and distributor and a number of Ford V.8 50hp industrial engines which have been overhauled; a limited number of the same engines are offered as runners.

A NEW FORD 6 Major T.V.O industrial engine unit, complete with fuel tank, radiator, dynamo, starter, etc.

BRAND new spare parts, comprising fens, belts, dynamo, brush assemblies, harness wires, distributor caps, scooters, manifolds, clutch plates, pressure rollers, sockets of all types, John scar boxes, pressure plates, clutch discs, etc.—Write Box 4424. 19110

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

FRAZER NASH—B.M.W.

PERFORMANCE CARS, good selection always available, written guarantee, see under "Sports Cars."

BARTLETT—Frazer Nash—B.M.W., 1939 327 55, also 327 80 coupe, 327 55 saloon and 326 cabriolet de luxe—27A, Penbridge Villas, W.11. 11245

1936 Frazer Nash—B.M.W. Type 55, fitted 326 1947 engine, radio, windtones, new motor, drop head, best offer.—Morris, 53, Orchard Ave., Gravesend, Tel. 5972. 11297

COMPLETELY reconditioned 1936 type 45 2-litre cabriolet, reconditioned, reworked new clutch, crankshaft, rear end, new bearings, clutch and brakes reined, new battery, new Michelin's 425—Fint 1, 35, Camden Gardens, S.W.5. Sloane 5135. 11279

FRAZER NASH—B.M.W.
1936 Frazer Nash—B.M.W., 1936, 3-litre Type 55, 4-door sports saloon, painted, grey leather, 175, good tyres, very good condition; terms, exchange, full open 9-7 weekdays and Saturdays—Howland Smith, Hampstead (Hampstead Tube), Hampstead 6041. 11585

Frazer Nash—B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash—B.M.W. buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

BARTLETT, we are very interested buyers of all Frazer Nash—B.M.W. models—27A, Penbridge Villas, W.11. Baywater 0523. 11241

HEALEY

BROOKLANDS for individuality.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models.

1951 Healey Tickford saloon, grey, speedometer reading 4,000.

1950 Healey Silverstone sports 2-str.

1949 Healey Elliott saloon, metallic grey.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8551-6. 19861

GUY SALMON AUTOMOBILES, Ltd. offer:—

1951 Healey Abbott drop head coupe, 6,000 miles, one owner, exceptional value, Healey Daimler radio, a faultless example, B.M.T.A. consent, subject to balance of covenant, £2,150.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. 19319

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS SECOND-TO-NONE in PULLING POWER

BARTLETT—Healey 1950 late type Silverstone, 11,000 miles, one owner, exceptional value, Healey Daimler drop head coupe, £1,550.—27A, Penbridge Villas, W.11. 1244

ROSE & YOUNG, Ltd., offer 1950 Healey Silverstone 2-seater, excellent condition, very fast, pale blue, £1,025.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tube Ham 6424. 19555

Healey Cars Wanted

BARTLETT—Healey saloon, drop head or tourer, urgently required—27A, Penbridge Villas, W.11. Baywater 0523. 11242

DICKS

1947 Hillman Minx saloon, one country owner, super condition, 4725—Beale. 1945

1946 Hillman Minx saloon, engine overhauled, 4625—Beale. 1946

DICKS CAR SALES, Ltd. 335-401, High Rd., Kilburn. Maida Vale 6988-9. 15610

J. DAVY offers:—

HILLMAN Minx drop head coupe, 1947, black brown hide, many extras, 24,000 miles only, 4735.—182, Kennington High St., W.8. Western 9641. 11756

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire-purchase Specialists.

1947 Hillman 10 saloon, grey cloth upholstery, original paintwork as new, superb mechanical order, 4725—Beale. 1945

1947 Hillman 10 drop head four-seater coupe, finished in attractive Royal blue, fitted chrome die wheel emblems, new hood and carpets, recent extensive engine overhaul, 4625.

HIRE purchase terms on the spot with no references, no formalities or covenants; top price in part exchange on your present motor cycle of car, unique 3 months' written guarantee, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.5. Maida Vale 6988, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 130 yards). 11279

HILLMAN 10

CAR MART, Ltd.

1950 Hillman Minx Phase IV saloon, radio, 4,000 miles, 41, 132.

1948 Hillman Minx Phase II drop head coupe, 12,000 miles, 4500—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5451. 11540

C. & S. MOTORS offer:—

1935 Hillman Minx saloon, only two previous owners, exceptional mechanical condition and appearance; 16,000 or terms arranged.

1934 Hillman 10 saloon, good mechanical condition, 4,000 or terms arranged.

1934 Hillman 10 saloon, 4,000 or terms arranged.

C. Gladstone 6605. 19599

CYRIL SHEPPARD offers:—

1950 (October) Hillman Minx Mk. IV convertible, 11,000 miles, beige and red, spots; £1,075.—102, Kings Rd., Reading 212. 19832

WELL HALL ROAD GARAGE

1946 (May) Hillman Minx, black, one owner, 29,000 miles, lovely condition throughout; bargain at 4505.

WELL HALL ROAD GARAGE, Well Hall Rd., Eltham, E.3.5. Eltham 5455. 11774

H. A. SAUNDERS, Ltd., offer:—

1936 Hillman Minx convertible coupe, black with red interior, 12,000 miles, 4,000 or terms arranged.

836, 942, High Rd., N.12. Hillside 0085. 19670

PHILIP RICKARDS, Ltd., offer:—

1949 Hillman Minx Phase III, moderate mileage, black—4, Brick St., Port Lee, London, N.1. Grosvenor 4772-5. 11942

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, black, two owners, 6,000 miles.

1950 Hillman Minx Mark IV saloon, done grey red leather, radio and heater, 9,000 miles.

WARWICK WRIGHT, Ltd. 150 New Bond St., W.1. Mayfair 8784. 19846

WADDINGTON MOTORS, Ltd., offer:—

1940 Hillman Minx saloon, taxed, bargain, 4,500.—Furze Green Rd., N.W.5. 19651

H. A. SAUNDERS, Ltd., Radiet, assets.

1950 Hillman Minx saloon, 20,000; 4,975.—Tel. Radiet 6167 and 5049. 12326

STEDDON ROAD GARAGE, CROYDON, offer:—

1948 (Sept.) Hillman Minx drop head coupe in black with fawn hide and brown hide upholstery, speedo, reading 25,000 immaculate car, 4725.—Steddon Road, Croydon, Surrey. Croy. 5474. 19547

GORDON CARS (LONDON), Ltd., 1950 Hillman P.111 convertible saloon, 4,995.

GORDON CARS (LONDON), Ltd., 1949 Hillman P.111 saloon, 4,950.

GORDON CARS, 375, Euston Rd., London, N.W.1. Euston 6811. 11946

1948 Hillman Minx saloon, Phase II, 13,000 miles, unsmoked, 4,955.

1949 Hillman Minx saloon, immaculate condition, 4,955.

1950 Hillman Minx saloon, 11,000 miles, colour beige red leather, 4,955.—H. B. Mead (Sales) Ltd., Queer St., Maidenhead. Tel. Maidenhead 18073.

1948 Hillman Minx phase 2 saloon, small mileage, first-class condition, 4,825.

1949 Hillman Minx saloon, 16-18, Broadway, Beckenham, Tel. Beckenham 5591. 11909

1934 Hillman Minx saloon, two new Dunlops, 4,150.—55, Lowther Rd., Epsom, 11827.

1934 Hillman 10 saloon, bargain, 4,175.—Barnes, 515, Finchley Rd., N.W.3. Hampstead 2221. 19034

1941 Hillman Minx, smoke grey, genuine mileage 12,000 miles, one careful owner only; 4,675.—Tel. Addison 6601. 11467

1949 Hillman Minx Phase III saloon, green, first-class condition throughout, bodywork and tyres, 4,950.

1939 Hillman Minx saloon, tax, bodywork in first-class condition, reconditioned engine reworked, 4,950.

1948 HERRIS OF CRICKLEWOOD, Ltd. 200-229, Cricklewood Broadway, N.W.2. Cr. 2254. 11523

1950 Hillman drop head coupe, under 6,000 miles, excellent condition, 4,1975.—H. B. Mead (Sales) Ltd., Queer St., Maidenhead. Tel. Maidenhead 18073. 11883

1947 Hillman Minx, perfect condition; one owner, Herbert & Mills, Ltd., 73, Ol. Portland Rd., W.1. Langham 5508-9. 19402

PHASE 4 Hillman Minx saloon, 11,000 miles, exceptional condition; 4,945—John Gray, 30, Hermitage Lane, N.W.2. Speedwell 1242. 19739

200 miles—1950 Hillman Minx Ph. IV saloon—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.1.2. Tem. 5558. 11977

1946 Hillman Minx saloon, black, sliding roof, superb upholstery, excellent condition, 4,650.—4, Mervyn Rd., Whitechapel, E.1. 11760

1940 (1946 type) Hillman Minx saloon, guaranteed, 4,320, payments—O'dfield, 386, Kennington High St., W.14. Western 6631. 14651

1950 Hillman Minx convertible, under 1,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5548. 11948

1949 Hillman Minx, in excellent condition throughout, fitted with inspection indicator, Tel. 1751. Western 5, 4,925. 19047

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1948 Hillman Minx II saloon, in good condition; 4700—Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. (1937)

1948 Hillman Minx de luxe saloon, one owner, fitted heater, almost new condition; 4755—King's Motors, 1, High St., Hounslow; Tel. 5532. (1520)

1947 Hillman Minx saloon, one owner, moderate mileage, reconditioned engine just fitted; 4645—County Garage, Gerrards Cross 2279 3725. (1156)

HILLMAN 10 saloon, 1936, engine in excellent condition, recent complete overhaul; reason for selling delivery of new car; 4595—Tel. Bishopgate 9636. (1668)

1934 Hillman Minx 4-door saloon, grand little car; 4145—5, Cranley Mews, S.W.1 (2 minutes South Kensington Underground), Kensington 6696. (4539)

1947 Hillman 10 drop head coupe, grey, lovely good condition throughout, any trial; 4650—Wembley Car Motors, High Rd., Wembley. Arnold 5251-2. (1966)

1947 Hillman Minx saloon, hire purchase and part exchange; 4650—Blue Star Garage, Ltd., 364 Kensington High St., London, W.14. (Western 9651-2.) (1966)

£399—1940 Hillman Minx de luxe saloon, clean condition, identical to post-war model; Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6800. (1970)

1950 (May) Mark IV Hillman Minx saloon, green with red leather, one owner and only 14,000 miles, fitted heater, Fram filter, loose covers and fog lamp; 4240. (1170)

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Ken 3-54 days. (1970)

£740—Hillman Minx drop head coupe, Sept. 1948, Phase II, black, some covers, 28,000 miles, condition first class—Totterys Garage, West Kirby, Tel. Hoylake 242. (1497)

1948 Hillman Minx Phase II saloon, grey, one owner, 20,000 miles; 4755—Vandervell (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Princes 444. (1966)

£650—1947 series Minx drop head, one owner, small mileage, perfect, desert sand, red carpets and leather, extremely chic—Flat 1, 32, Abchurch Lane, N.W.4. (1966)

1949 (March) Hillman Minx Phase III saloon, black, one owner, excellent condition, radio and heater—Dixons Garage, 154 West Hill, Putney, S.W.15. Putney 0856. (1970)

1947 Hillman Minx drop head, 150 tax, good mechanical condition, very smart; 4650, terms—Midland Motor Co., Traffic St., Derby. Tel. Becket 40124. Open 10-5 a.s. days. (1170)

695—Hillman Minx 1946 Series 1050 Phase II four-door drop head coupe, black, lawn mower, one owner, excellent condition, taxed; terms, exchange—Rowland Smith, below. (1970)

595—Hillman Minx, Sept. 1946, 10hp de luxe 4-door 4-door saloon, steel grey, sliding head, four covers, one owner, excellent condition, year's tax, terms, exchange—Rowland Smith, below. (1970)

425—one 1949, 10hp de luxe 4-door 4-door saloon, black, sliding head, red leather, good drive, excellent condition, taxed, terms, exchange just open 5-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 0441. (1579)

1947 Hillman Minx 4-door de luxe saloon, engine reconditioned, burgundy; 4605, terms and exchange—Moreton Garage, 32b, Church St., Kensington, W.8. Tel. Western 5720. (1967)

CAMDEN MOTORS—Hillman 10hp Minx saloon 1939 R. Rd. de luxe model with built-in rear back seat and real leather interior, very recent 600 overhaul to engine, front lock and back axle (fully available), specially recommended; 4590. (1970)

CAMDEN MOTORS—Hillman 10hp drop head four-door, some coupe late 1950, dark blue leather, very smart, just fitted new hood and tyres, lively little car, economical, hot; 4585. (1970)

CAMDEN MOTORS—Hillman 10hp drop head four-door, some coupe 1947, dove grey, with grey upholstery, fitted heater, polished aluminium wheel covers, one owner, only 5000 miles, sparkling condition, moderate mileage; 4585. (1970)

CAMDEN MOTORS—Hillman Phase II Minx saloon, late 1946, in grey, an immaculate example, coachwork and interior virtually unmarked, 16,000 very careful miles, heater, seat covers. (1970)

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 is the only dealer in the area to have a large stock of nearly 500 cars ready for inspection and purchase, hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom and refund to purchasers from any part of the country; showrooms open till 7 p.m.; closed December 24th; 1613 and 26th. (1613)

1949 (Feb.) Hillman Minx Ph. III saloon, finished trim, mileage 19,000, one owner, fitted twin Lucas defrosters, spotlights, tyres good all round, excellent mechanical condition, 1000 miles throughout, trade enquiries welcomed; price 4755. (1970)

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, Tel. 591-2. (1929)

NAYLOR & ROOT, Ltd., 1950 Hillman Mark IV saloon, steel green, 6,000 miles only, unblemished condition throughout; 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000. (1700)

HILLMAN Minx Phase IV drop head coupe, first registered October 1949, driven and maintained by one fastidious owner for 5,000 miles, only 4000 miles, immaculate and without blemish, very smartly finished in green with brown leather and fitted with latest modifications; exchanges and hire purchase welcomed—Cox's Motors, Ltd., Conduit St., Leicester. Tel. 60519. (1938)

1939 Hillman 12 de luxe saloon, excellent condition throughout; 4445—Jacquier, Ltd., 225, 1, Hammersmith Rd., W.6. Riverside 6677-8. (1610)

1939 (late) Hillman 14 saloon, black-brown leather, exceptional condition, excellent tyres; 4225—R. S. Beard & Co., Ltd., Mansfield, Tel. 1923-4. (1684)

£425—1939 model Hillman 14 de luxe saloon, excellent condition, black hide interior, very clean condition throughout, excellent runner—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6800. (1970)

HILLMAN 14 special saloon, new February 1940, present owner since September 1940, makers replacement engine, excellent condition, inspection London area, elsewhere by arrangement; 4775—Bent 5678. (1514)

A BEAUTIFUL Hillman 14 de luxe saloon, 1938, main engine, original owner in perfect condition in like a new car; 4245—Families Service Garage, London Rd., Guildford 5336. (1932)

TANKARD & SMITH, Ltd. offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; 3 months' written guarantee—196, King's Rd., E.W.3. Tel. Flax 4801-3. (1970)

Hillman Cars Wanted

R. S. ROWLAND SMITH'S, the Hillman buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1970)

R. ROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM—Low Temple St. (Central 8411).

MANCHESTER—129, Densgate. (Blackfriars 6673.)

MAIDSTONE—(Maidstone 3333.)

CANTERBURY—(Canterbury 3252.)

ROCHESTER—(Chatham 2231.)

WROTHAM Heath—(Borough Green 4.)

R. ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 8401. (1970)

A new, post-war Hillman required—50, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). (1970)

A almost new Hillman required; cash payment—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4444. (1958)

CASH buyers of low mileage Hillman Minxes, desire no object—Hutton's, Lord St., Southgate, Tel. 2266. (1970)

A lot of 10, Harking, purchase for cash post-war Hillman cars—105-7, Longbridge Rd., Birmingham 1285. (1970)

BIRMINGHAM and Midlands—Low-mileage Hillman modern cars required by George Heath, Ltd., 160, 164, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. (1968)

NOTTINGHAMSHIRE distributors, Humber Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46361 (1953)

Hillman Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. (1957)

J. LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing, rebores and complete overhauls, spare parts stocked—79-81, Kinross Rd., Putnam, S.W.6. Remond 1163. (1970)

CARRIS MOTORS for Hillman spares and service—Lewisham Bridge 8.13. Lee Green 5565. (1970)

HISPANO-SUZA Spares and Service

H. SPANCO spares and repairs—25, Briand, 47, Tamworth Rd., Croydon, Croy. 1742. (1917)

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6643 (5 lines). (1969)

CHIPSTEAD MOTORS, Ltd.—See our advert, under "Sports Cars". (1954)

HAROLD RADFORD & Co., Ltd.

1949 (Feb.) Hudson Commodore saloon, colour grey; speedometer reading 14,500 miles; just passed by Hudson Motors; fitted with radio and heater, left-hand drive, in excellent condition.

HAROLD RADFORD & Co., Ltd., Melton Court, 11, South Kensington, S.W.7. Tel. Kensington 6643 (5 lines). (1959)

1937 Hudson Terraplane 16.9 7-seater limousine, in good order, one owner, makes excellent hire car; 4350.

G. S.W.B. Mac. 335. (1942)

£475—1939 Hudson 21hp special saloon, fitted with beautiful loose covers, spotless bodywork, excellent chassis, really genuine condition motor car; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (1956)

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models Hudson, Wembley 8611-2. (1961)

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Hudson. Tel. Wembley 8631/2. (1965)

Hudson Spares and Service

SPINKS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines, spares and service, engine chassis numbers 63-101, Heath Rd., Twickenham, Tel. Popesgrove 1035-6. Tel. 1965

SPINKS, Twickenham.

CAR MART, Ltd.

1949 Humber Hawk saloon, radio, heater, 7,000 miles; 41,425.

1949 Humber Super Snipe saloon, heater, 12,000 miles; 41,550—Car Mart, Ltd., 303, Euston Rd., N.W.1. Euston 1212. (1541)

NEWNHAM, Ltd.

1949 (Oct.) Humber Hawk saloon, bronze with red upholstery, low mileage, exceptional condition.

NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (1952)

B. J. HUNTER, Ltd., offer—

1950 Humber Hawk 14hp saloon, really superior order; 41,195.

B. J. HUNTER, Ltd., 23, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (1974)

1949 Humber Super Snipe, black.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

GORDON CARS—**Humber** Ltd., 1950 Humber Super Snipe touring limousine, £1,675.
GORDON CARS (LONDON), Ltd., 1950 Humber Hawk 1600 saloon, £1,650.
GORDON CARS (LONDON), Ltd., 1950 Humber Hawk 1400 saloon, £1,575.
GORDON CARS (LONDON), Ltd., 1949 Humber Super Snipe saloon, £1,295.
GORDON HOUSE, 373, Euston Rd., London, N.W.1, Euston 6611.
1950 Humber Super Snipe Tickford drop head coupe, green, radio heater, 17,000 miles.
TICKFORD, Ltd., Upper St. Martin's Lane, W.C.2, Temple Bar 3358.

1949 Humber Super Snipe saloon, black, £1,325.
C. A. Peto, Ltd., 42, North Audley St., W.1, May 3051.

1947 Humber Hawk saloon, black with fawn upholstery, fitted radio, low mileage, in beautiful condition, £2,275.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7, North 4431.

1949 Humber Super Snipe, black, brown leather upholstery, heater, 20,000 miles, in perfect condition—Box 5986.
1705

HUMBER 2½ saloon, black, in exceptionally good condition, £295—Herbert & Mills, Church 405, Ashford, Middx., Tel. 2930.

1800 miles—1950 Humber Hawk Mark IV saloon—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Tem. 3505.

1948 Humber Super Snipe, black, one owner, immaculate condition, £1,000—Cook's Garage, Manchester, Oldham 2904.

1939 Humber Pullman limousine, face forwards, 4,150, D. River, 31, Belmont Court, Temple Fortune, London, N.W.11, Speedwell 6754.

1948 Humber Hawk saloon, black, excellent condition, £250—(Hampstead Garage), 10, Hampstead Court Way, Molesey, Tel. 4371.

1951 model Humber Super Snipe saloon, 14,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Tem. 3505.

1949 Humber Super Snipe, black with brown leather upholstery, 22,000 miles; heater, radio, in very good condition, carefully used.
SHAW MOTORS, Ltd., 666-670, Gerrard Lane, London, S.W.17, Wimb. 3031-2.

£850—Super Snipe, 1947, excellent condition—Potter & Richards, Kensington 9995, or write Richards, 63, Princes Gate, Meers, S.W.7, 19325.

1949 Humber Hawk saloon, black with brown leather upholstery, very carefully maintained, £1,150.
Stratford, Ltd., 40, Berkeley St., W. Mayfair 4803.

1949 Humber Super Snipe, 17,000 miles, grey, immaculate, £1,295—Silverthorne, 1013, Finchley Rd., N.W.11, Meadow 2288.

CAMDEN MOTORS—Humber 27th Pullman limousine, 1950, privately owned and in original condition, black, fawn interior, wide occasional, winding division, 6,995.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, C. Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase, hire purchase facilities, part exchange; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 7 p.m., closed December 28th, 1951 and 26th.

1950 Humber Hawk saloon, 11,000 miles, bronze, red leather, radio, heater, £1,250.
John Gray, 20, Hermitage Lane, N.W.2, Speedwell 1242.

1950 (1951 features) Humber Super Snipe saloon, 5,000 miles, black, beige interior, Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex, Wimb. 6696 (20 lines).

1948 Humber Super Snipe (27th) for sale, shoeing, black, beige interior, built to order, seats 9, carefully maintained by one owner—Apply Chief Engineer, The Middlesex Hospital, W.1.

HUMBER Hawk, 1946, September metallic green, heater, H.M.V. radio, mileage 16,000, the whole car in immaculate condition; £925—Spalding, Kempston Manor, Licham, Kings Lynn.

1950 Humber Imperial 7-seater, finished black with brown leather, 10,000 miles only; immaculate, £1,795—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185.

1951 Series Humber Super Snipe (Nov. 14, 1950), mileage 2,000, grey leather upholstery, leather seats, new and unblemished; can be seen here any time; genuine car, genuine owner—Offers to Tyler, Chipping Sodbury, Tel. 2339.

1949 (Aug.) Humber Hawk de luxe sun saloon, 12,000 miles only, one owner; finished black leather trimmed cloth upholstery, tailored nose covers, H.M.V. push-button radio, trim mirror, sports radio, December, in really immaculate condition all round; excellent mechanical order; trade enquiries welcomed; price £1,275.
MOTORISTS (LONDON), Ltd., Great North Rd., 61-6, Finchley Station, N.2, Tudor 2301-2.

1949 Humber Pullman limousine, first registered, 8,413, 4 doors, face forwards, occasional seats, finished black exterior and upholstered in brown hide, 12,000, thorough mechanical mileage approximately 12,000, heater, chrome grill, all immaculate car, open to any inspection and trial.

ARTHUR MULHILL, Ltd., Bridge St., Northampton, A. Tel. 907.

NAYLOR & ROOT, Ltd.—1950 Humber Super Snipe saloon, black, brown hide, 14,000 miles, very attractive, £1,350, six months' guaranteed choice of 100 quality cars, demonstration free within 100 miles, terms available—25 East Hill, Clapham Junction, S.W.18, Batt. 1273. Open 9-5 each week-day including Saturday.

1949 Humber Pullman limousine, black, with black leather in front and Bedford coach to rear, H.M.V. radio and heater, guaranteed mileage 6,512, first registered, 35,349, immaculate, finished from new; new price £2,520, accept £1,850; we are prepared to consider any pre-war or post-war car in part exchange and make a very generous allowance—Herbert Robinson, Ltd., Carr bridge, Tel. 4461.

A LPE & SAUNDERS Limousines 1948/1947, partition, widest occasions, black, privately owned, carefully maintained, reasonable cost.

6000 miles only, limousine, 1948 delivery, partition, black, delightful condition, original owner.

1949 Limousine Phase-II, 17,000 miles, black, able cost. Best—

A LPE & SAUNDERS (100-Limousines), Providence Court, North Audley St., Mayfair-2941.

Humber Cars Wanted

R ROOTER, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM—Lower Temple St. (Central 8411).

MANCHESTER—129, Deansgate (Blackfriars 6677).

MAIDSTONE—(Maidstone 5333).

CANTERBURY—(Canterbury 5252).

ROCHESTER—(Gatham 2331).

WROTHAM Heath—(Borough Green 4).

ROOTES, Ltd. Devonshire House, Piccadilly, W.1, Grosvenor 3401.

ROWLAND SMITH'S, the Humber buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

CASH immediately for good Humber—H. F. Edwards, 154, Old Titchfield St., W.1, Langham 0012, 1462.

A new, post-war Humber required—Fortune, 33, Cambridge Rd. E.11, Thelwell Hill 1256 (day).

CASH buyers of low mileage Humber Hawks, distance no object—Hattoms, Lord St., Southampton, Tel. 2266.

BIRMINGHAM and Midlands—Low mileage Humber modern cars required by George Heath, Ltd., 180-182, Newhall St., Birmingham, and full particulars.

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models, and full particulars, R. Cripps & Co., Ltd., The Humber Distributors, Parliament Street, Nottingham, Tel. 46361.

Humber Source and Service

DE NORMANVILLE—H. & A. Engineering, 35, Grant Rd., Addiscombe 2921.

THE Humber Specialists for all spares—Ring Uplands 3637. See advt. under Part & Accessories.

JAGUAR

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE HOUSE, Piccadilly, W.1, (Grosvenor 2287).

ENGLAND'S 385, Euston Rd., N.W.1, (Euston 2434).

DEPOTS at—

MANCHESTER (Blackfriars 7845).

Bristol (Bristol 2126).

BURNEMOUTH (Burnmouth 6514).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

SPAINSLAW (Hounslow 5454).

FINCHLEY (Finchley 0081).

GREAT WEST RD. (Ealing 3477). Official Jaguar West Station.

CAMDEN TOWN SERVICE STATION (Gulldier 4141).

HOLLYS, Ltd., England's Leading Motor Agents.

S. MORRIS & Co.

29-31 Edgware Rd., London, W.2, Tel. Pad. 8975-6.

1949 Jaguar Mk V (reg. Dec.) 3½-litre saloon, black, beige leather, one owner; £1,595.

COACHCRAFT offer—

MARK V Jaguar, registered 1948, at new 15,000 mile estimate, privately owned and perfectly maintained any reasonable offer accepted; terms, exchanges, available for A.A. or R.A.C. inspection.

COACHCRAFT, Elm Rd., Evesham, Tel. 6339.

J. HUNTER, Ltd. offer—

1948 Jaguar 1½-litre saloon, special equipment model, 4,895—Bever.

1939 Jaguar 1½-litre sports saloon, immaculate condition, 4,495.

HUNTER, Ltd., 28, Crickwood Broadway, N.W.2, Tel. Oldcombe 8303.

JAGUAR

CYRIL SHEPPARD offers—

1949 (Sept.) 3½-litre Jaguar Mark V, black, red leather upholstery, fitted heater, King's Rd. 2712.

HAROLD RADFORD & Co., Ltd.

1950 (March) 3½-litre Mark V Jaguar saloon, black with light fawn upholstery, speedometer reading 21,531 miles, sold passed by Jaguar.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7, Tel. Kensington 6942 (5 lines).

WEMBLEY COURT MOTORS offer—

1950 Jaguar 3½-litre Mk V saloon, black, fitted H.M.V. radio, low mileage, immaculate condition, bargain £1,095.

1946 Jaguar 3½-litre saloon, just reconditioned completely silver sun metal in very good condition all round, 4,650.

1948 Jaguar 3½-litre saloon, silver sun metal, fitted H.M.V. push-button radio and A.C. wheel discs, a very nice car, £1,125—Wembley Court Motors, High Rd., Wembley, Arnold 5221-3.

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 3½-litre Mark V Jaguar, colour grey, nice leather interior, small mileage, showroom condition, £2,175—D. J. Shepherd & Co. (Enfield), Ltd., 435 Hertford Rd., Enfield, Howard 1631, 1601.

GUY SALMON AUTOMOBILES, Ltd. offer—

1947 Jaguar 3½-litre saloon, excellent condition, £1,850—Portsmouth Rd., Thames Ditton, Esherbury 5551-2-3.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre Mk V saloon, £1,675.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre Mk V saloon, £1,650.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre saloon, £1,175.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre saloon, £1,200.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 3½-litre saloon, £995.

GORDON HOUSE, 373, Euston Rd., London, N.W.1, Euston 6611.

BARTS of Kingston, Jaguar specialists, sales, repairs—108, London Rd., Kingston, Tel. Kin. 5345.

1948 3½-litre Jaguar saloon, cream; £1,250—C. A. 5051, Peto, Ltd., 42, North Audley St., W.1, 3051.

1947 model Jaguar 1½ special equipment saloon, radio, discs, etc.; £950—Boys Autos, Ltd., Euston 2700.

1939 Jaguar 1½-litre saloon, colour, black, very exceptional car any test welcomed; £565; terms.

HAROLD WEBB MOTORS, Ltd. 765-767, Rindford Rd., Motor Part L.13, Ilford '681.

£795—Jaguar 2½-litre saloon, Nov. 1946, black, one owner, brown hide upholstery, taxed, in very fine condition.

RINDS (MOTORS), Ltd., 120, Finney Lane, Hild Green, Cheshire, Tel. Gntley 5014.

£495—Jaguar 1½-litre 3½-door sports saloon, exceptionally good mechanically, cellulose, no new, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5996—Open Mon. to Sat., 9-6 (50 Yds. Holland Park Tube).

R. P. POWELL MOTORS, Ltd., for Jaguar cars—East London main garage, 821, Romford Rd., Romford, E.7, Maryland 4618-9.

1½-litre Jaguar saloon, first licensed 31/10/46, black, 2½ mileage 27,000, H.M.V. wirelens, heater, Ace discs, taxed, £800—Bourman's Garage, Weybridge.

£950—1947 Jaguar 3½-litre saloon, positive unmarked, one owner, open any examination—A.Z. Motors, Palmerston Rd., N.W.6, Mal. 4723-5.

1947 2½-litre R.R. Jaguar saloon, colour black, in good condition, £800—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181 and 182.

1937 8.8 Jaguar 2½-litre sports saloon, 4,500, 60 monthly instalments of £18.15—The Coach Engineering Co., Ltd., Bexhill, Tel. Coedon 620.

1950 (Mich.) Jaguar 2½-litre Humber V black saloon, guaranteed mileage 6,000, privately owned, as new, best offer over £1,850—Box 5908, or Tel. Destr. 5348.

1948 (April) Jaguar 3½-litre sports saloon, beige with red leather, radio, heater, Ace discs, superbly maintained, opportunity, 3 months' guarantee.

R. BORDINS, 96-98, Upper Richmond Rd., East Putney, R. S.W.15, Tel. 4561.

LANCASHIRE specialised miller, repair and spare parts service, large stocks available—Parkers, Ltd., Broad Shankage, Bolton, Tel. 4080, Deansgate, Manchester, Tel. Deansgate 4556.

1946 (Oct.) Jaguar 3½-litre, radio, heater, discs, just repaired metallic grey, 27,000 miles, one owner, £800—Laine, Highbury, Chester Rd., Haze Grove, Cheshire.

1939 Jaguar 2½-litre saloon, reconditioned engine, fitted which has only run 11,000 miles while car is essentially good in condition to low mileage.

PETER BAYLOCK CAR SALES 194, High St., Chichester, 2753 5610.

A INSPEED MOTORS offer 1939 2½-litre Jaguar saloon in black with green hide, just overhauled, indistinguishable from 1948 in both condition and appearance.

1948 Jaguar 3½-litre saloon, under 15,000 miles, one fastidious owner, radio, heater, etc., exceptional opportunity to obtain car in new condition, £1,250—80, 80/2, W.C.1.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CAMDEN MOTORS—Jaguar 1½-litre 12hp sports saloon, 1957 one of the smaller hp Jaguars, beautiful lines, very fast and definitely economical, fitted discs, etc. £595.

CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1959, original black finish, brown leather, excellent running. £695.

CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1959, one of the most immaculate post-war Jaguars we have handled, full special equipment, H.M.V. press-button radio, heater, demisting headlights, discs, etc., cars and sprightly used by one owner. £1,045.

CAMDEN MOTORS—Jaguar 2½-litre sports saloon, 1957, fitted discs and radio, fast powerful and a delightful car to drive. £575.

CAMDEN MOTORS—Jaguar 2½-litre saloon, 1947, with radio, heater, headlights, etc., 16,500 miles, very carefully used. £495.

CAMDEN MOTORS—Jaguar Mark V saloon, 2½-litre model, 1950, black-brown, condition absolutely unmarked, very much like new even for a 1950 car. H.M.V. radio, heater, etc. £1,850.

CAMDEN MOTORS—Jaguar 3½-litre sports saloon, 1940, with special equipment like 1948 model, heater, radio, etc., unused 4½ years, very moderate mileage, superb car. £1,295.

CAMDEN MOTORS—Jaguar 3½-litre Mark V saloon, 1950, silver grey, grey leather, all extras, immaculate condition.

CAMDEN MOTORS—Lake St., Leighton Buzzard, Beds., Tel. 251, will accept offers for all cars and catalogue of nearly 500 cars ready for inspection and purchase, hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 7 p.m. Closed Dec. 24, 25 and 26. (1611)

1950 Jaguar Mark V 3½-litre saloon, 8,000 miles, black, red interior, radio and heater—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex, Wan. 0660. (1612)

1950 Jaguar Mark V 2½-litre saloon, black, 5,000 miles, new condition; £1,895, exchange, deferred terms—John S. Truscott, Ltd., 173, Westbourne Grove, W.1. Eps. 427. (1613)

ROSE & YOUNG, Ltd. offer: 1948 Jaguar 1½-litre sports special equipment model, low mileage, black; £845—65-69, Stenholm Ave., Streatham Hill, S.W.4, 1 minute Streatham Hill Station. (1954)

1949 3½-litre Jaguar saloon, finished in black, with brown leather interior, splendid condition, special equipment, disc press lights; £1,075—Grove Garage & Motors, 32a, Fore St., Edmonton, N.9. Tel. 2162. (1955)

1950 model Mark V Jaguar 3½-litre, first reg. Sept. 1949, black, mileage 10,000; this car has been chauffeur driven and serviced, perfect condition throughout, reasonable offer for quick sale—Tel. Winton, Edgware 1855. (1182)

1950—Jaguar Mark V 3½-litre saloon, black, brown leather interior, radio and heater—taxed genuine mileage only 6,000, this car is indistinguishable from new; £2,150—G. M. & S. Ltd., 42, Queen St., Manchester 2. Tel. Manchester 4317. (1620)

1947 model Jaguar 2½-litre saloon, black and chromium, brown leather, very fully equipped, beautifully maintained, thoroughly taxed, method, written guarantee, terms, exchanges—H. P. Edwards, 28, Upper High St., Epsom 9400. (1459)

1948 3½-litre Jaguar drop head coupe, black, brown leather, new hood, paintwork in beautiful condition, fitted with heater, Masteradio and Ace wheel discs, tyres all very good, an exceptional bargain; £1,175, Messrs. F. W. Kerridge, Ltd., Alton, Hants. Tel. 2224. (1707)

895 gns.—Jaguar (Sept. 1946) 1½-litre 4-door saloon, black, sliding head, brown leather, heater, very carefully used, exceptional condition; taxed, terms, exchanges, 1st reg. 9-7 week-days and Saturdays—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. (1512)

JAGUAR 2½ saloon, black with green leather, immaculate in every detail, indistinguishable from a post-war car, twin horns, twin spot lamps, F100 headlamps, black and chrome discs, recorded mileage not yet run in 1½ years, radio and heater, 1950 on the road to date; £2,565—T. D. Dennis, Butcher, High St., Ashwell, Herts. Tel. 251. (1114)

1947 1000 Competition 3½-litre 2-door, super version of this famous model, this type was not in production post-war but this one factory built specimen was supplied to Mr. Ian Apperley late 1947; full history available; £390, terms arranged, part exchange considered—E. N. Rodd, 55, Victoria Rd., Worthing (17th

Jaguar Cars Wanted

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvener 2277)

HENLY House, 555, Euston Rd., N.W.1. (Euston 4144)

GREAT West Road (Ealing 3977), (Official Jaguar V Service Station)

CAMDEN TOWN SERVICE STATION (Gallivier 4141)

MANCHESTER—1-5, Peter St. (Blackfries 7943)

HENLYS, Ltd., England's Leading Motor Agents

ROWLAND SMITH'S, the Jaguar buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

Jaguar Cars Wanted
COOMBS & SONS (GUILDFOOT), Ltd.

URGENTLY wanted, good condition, post-war Jaguar cars, offers appreciated—Purmouth Rd., Guildford, Tel. 62907. (1054)

SAUL & SLATTER, Ltd., 44-46, Alderman's Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.

MAINSTON MOTOR CO., Ltd., for your Jaguar—Tel. 51a, 2000, Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage 1½-litre Jaguars, distance no object—Huttons, Lord St., Southampton, Tel. 2698. (1094)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Jaguar from 1937 onwards.

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required—65-69, Stenholm Ave., Streatham Hill, S.W.4, 1 minute Streatham Hill Station. (1954)

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station

GREAT West Rd., Brentford (Ealing 3977).

SPARES and replacement engines for all models

AND at Manchester Cheetham Hill Rd Deansgate 6216-7.

QUICK completion of repairs. (1058)

SAUL & SLATTER, Ltd., 44-46, Alderman's Hill, N.13.

STOCK of spares, Jaguar repairs and maintenance—Service Station Green Lanes N.13, Pal. Reg. 1205-7175. (1957)

DEERLEYS MOTORS, Ltd., main dealers for Buckton

hamshire (Jaguar spares; replacements units and

R. P. POWELL (MOTORS), Ltd., East London distrib-

utors for Jaguar cars, sales, service and spares—321, Newmarket, River Stumps, Deptford 4818-9.

WEMBLEY COURT MOTORS SERVICE STATION—

Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars—Wembley Court Motors Service Station, Port Avenue Wembley. Arnold 1154-5. (10719)

JEEPS

JEEPS, Army standard (bought from £275, less than request—Grass Motors, Ltd., The Avenue, N.W.4.

AUTOWORK, Ltd., Winchester, principal Jeep stock-

ists, Station Hill, Winchester, Winchester 4651.

1950 (first reg.) Jeeps all types, spares—Davies 8345 & Groves, 1-5, Dorset Close, N.W.1. (1049)

JEEPS—Britain's leading Jeep specialists, all spares in stock, prompt despatch, rebuild Jeeps; detachable bodies, utilities, 24-hour service.

MOTORCAR GARAGES, Station Approach, Gun-

terbury, W.4, Chiswick 5015 0621. (1041)

JEEPS, right or l.h.d., range of bodywork, private or commercial—Wick Auto, 100% Jeep Firm, Hamp-

ton Wick, Kingston-on-Thames 9718. (1050)

UNREGISTERED (ex-W.D.) low mileage Jeep, good condition throughout; £295—Jaguar Ltd., 225-7, Hammermith Rd., W.4, Riverdale 6977-8. (1504)

METAMET 12 Jeep conversions retain all advantages of Jeeps, yet offer comfort of luxury sports car; 6 months' guarantee, over 20mpg, original commercial registration—100b, Belize Lane, N.W.3. (1057)

UNREGISTERED Jeep, new engine, battery, lighting, upholstery, new rear tyres, completely stripped and rebuilt, celluloid dark green, cream wheels, many extras; £225 o.n.o.—31, Radstock Ave., Kenton, Middlesex. (1508)

175 gns.—Jeep (Ford), registered December, 1946, green, spare wheel and hood, good condition, terms, exchanges, 1st reg. 9-7 week-days and Saturdays—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. (1512)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.

Jeep spare parts, home and export; all spare

cocks, exchange plan engine gear box, water pump, etc., new books, market sets, brake linings, etc., more 351-555, High Rd., Chiswick, London, W.2. Chiswick 1915. (1003)

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (1044)

100% Jeep small or large quantities—Wick Auto 10566

METAMET for all Jeeps, spares, exchange unit 10566

vice; expert Jeep repairs; to order spares, phone

Hampstead 6231—100b, Belize Lane, N.W.3. (10536)

JOWETT

DENHAM SERVICE STATION, Ltd.

USE used Javelin enthusiasts offer—

1950 Javelin de luxe saloon, black, brown hide upholstery, recorded mileage 12,000.

1950 Javelin de luxe saloon, metallic grey, red leather upholstery, recorded mileage 14,000, fitted H.M.V. radio.

1950 Javelin de luxe saloon, metallic grey, red leather upholstery, recorded mileage 12,000.

1950 Javelin de luxe saloon, blue, beige hide upholstery, recorded mileage 5,000, H.M.V. radio.

1950 Javelin de luxe saloon, blue, beige hide upholstery, recorded mileage 35,000, fitted radio.

1949 Javelin de luxe saloon, blue, beige hide upholstery, recorded mileage 14,000, fitted radio.

THE above cars can be seen and tried at our show-

rooms subject to being unsold.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Tel. Denham 2266. (10649)

JOWETT

JOWETT.

CLARKE'S OF PIRBRIGHT.

PIRIBRIGHT, Surrey, remind Jowett owners that Jowett Cars, Ltd., recommend that their cars are serviced by Jowett main agents.

WE are official Jowett main agents and operate a day and night service in the Woking, Aldershot and Guildford area. We regard ourselves as the Jowett centre in the south and have factory trained mechanics available qualified to deal with all Jowett models. We also have a large stock of reconditioned used Jowett cars, utilities and vans which carry our six months' guarantee.

PRESENT stock includes:—

1950 de luxe saloon, metallic grey, with red leather upholstery.

1950 de luxe saloon, black, with brown leather upholstery.

1949 standard saloon, beige, with cloth upholstery.

1949 saloon, blue, with brown leather upholstery.

1949 de luxe Utility, brown, with brown leather upholstery.

THU 1950 vans, finished in grey.

ENLL particulars and prices can be had on request. Sales staff available on week-ends. Trade enquiries invited.

CLARKE'S OF PIRBRIGHT, Automobile Engineers, Pirbright, Surrey, Brookwood 2201-2. (1032)

CAR MART, Ltd.

1948 Jowett Javelin saloon, radio, heater, 4 months' guarantee; £295—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (1539)

NEWNHAM, Ltd.

1950 Jowett Javelin saloon, 10,000 miles, radio, beautiful condition.

NEWNHAM HOUSE, 215-217, Chancery Lane, London, W.C.2. Riverside 4646. (1679)

H. A. SAUNDERS, Ltd., offer:—

1949 Jowett Javelin saloon, turquoise blue with brown upholstery, heater, 15,000 miles; £895.

1950 Jowett Javelin saloon de luxe model, maroon with beige upholstery, 14,000 miles; £1,145.

836—642, Rush Rd., N.12. Hulse 0084. (1169)

PRIDE & CLARKE, Ltd., offer:—

£875—1949 (July) Jowett Javelin saloon, black/white leather, radio, 21,000 miles, the owner, excellent condition, choice of 148 chrome components, exchanges, 1st—Stockwell Rd., S.W.5. Brixton 1795. (1795)

WARWICK WRIGHT, Ltd., offer:—

1948 (Nov.) Jowett Javelin saloon, fawn, brown leather, radio, 15,000 miles, the owner, excellent condition, choice of 148 chrome components, exchanges, 1st—Stockwell Rd., S.W.5. Brixton 1795. (1795)

WARWICK WRIGHT, Ltd., 190, New Bond St., W.1. Mayfair 9761. (1642)

HAROLD RADFORD & Co., Ltd.

1949 (Dec.) Jowett Javelin standard saloon, one order, speedometer reading 12,000 miles, chrome body, with fawn cloth upholstery, in used condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 1647 (1546).

GORDON CARS (LONDON), Ltd.—1950 Jowett Javelin in standard saloon, 15,000 miles.

GORDON CARS (LONDON), Ltd.—1949 Jowett Javelin de luxe saloon, 15,000 miles.

GORDON House, 373, Epsom Rd., London, S.W.1. Euston 6611. (1579)

1939 Jowett 8hp saloon, black; £300—Bantings, Jowett Agency, Harrow, Tel. 6225-6. (1998)

JOWETT and Javelin main agents Agate and specialised service—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 41 lines. (10412)

FOR sale, April, 1950, Jowett Javelin de luxe saloon, in excellent condition, price £1,000.

APPLY G. Thompson, Ltd., Poolstock, Wigan, Tel. 2671, or after 6 p.m. 234. (1771)

JOWETT 1939 8hp de luxe saloon, in really excellent condition throughout, subject to any trial or exchange; £295; terms and exchanges.

RIDING MOTORS, Ltd., 46-48, London Rd., Romford, Essex, Tel. 7234. (1587)

1949 Javelin de luxe, turquoise, wireless, heater, miles, £395—Boveman's Garage, Weirbridge, N.1. (1742)

1950 Jowett Javelin de luxe saloon, chrome room, 2,500 miles; one owner, radio, heater, demister, 2,500 miles; nearest offer to £1,175—Box 5907. (1771)

1950 Javelin saloon de luxe, grey, red leather, heater and radio, excellent condition; one owner only—Westcotts Garage, Bradninch, ex. Exeter. (1186)

COOTER & GREEN, Jowett Main Agents—Javelin C and Bradford spares and repairs, sales and service—Eden Park Garage, 485, Upper Eimera Rd. Rd. Beckenham, Kent, Tel. Beckenham 256. (1082)

1950 Beautiful Javelin de luxe saloon, chromed metal, indistinguishable from new condition; radio and heater; £1,175—Fantine Service Garage, London Rd., Guildford 5326. (1829)

1949 Javelin de luxe saloon, black beige leather, one owner, 16,000 miles, maintained since new at factory, competition heads fitted 2-miles per hour; any inspection invited; £1,095; sub a 1948 car in stock; £395.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (1410)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Minor Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Minor cars—30, Hutton Rd., Euston 1212. (19716)

M Morris Minor saloon, in any condition.

1934 THE FORGE GARAGE (PETERSHAM), Ltd., 100, Peterham Rd., Peterham, Surrey. Richmond 1854.

A 8 new, post-war Morris Minor required—23, Broadwalk Court, W.B. Tulse Hill 1208 (day). (19745)

MORRIS EIGHT

S LOOMBS, Ltd.

1938 saloon, 2-door, black, very nice condition, 22,955; 1939 4-seater, touring, new hood, side screens, very fine condition, £250.

S LOOMBS, Ltd., 30-32, Dudden Hill Lane, N.W.10. Willesden 4008. (1073)

C COACHCRAFT offer—

1939 (July) Series E Morris 8 saloon, one owner from new, recently repainted, properly maintained, well above average throughout, £555; terms and exchange, suitable on A.A. or R.A.C. inspection.

C COACHCRAFT, Elm Rd., Epsom, Tel. 6539. (1448)

B J. HUNTER, Ltd., offer—

1938 Morris 8 saloon, choice of three from £295.

B J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. (19710)

L ATYONS OF OXFORD offer—

£595—1947 Morris 8 2-door saloon, in first-class condition throughout, new tyres and paintwork, under 10,000 miles, required over 24 months at quarter deposit.

L ATYONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford, Tel. 5791. (11419)

1939 Morris 8 series E 2-door, handsome run, £450.

F ERNARDS OF CRICKLEWOOD, Ltd., 300-220, Crickwood Broadway, N.W.2. Dia. 2234. (1452)

1937 Morris 8hp 4-seater, touring, an exceptional car, £275—Belo.

1947 Morris 8 saloon, reconditioned engine, shock absorber, new tyres and repainted this year. £495—Belo.

1947 Morris 8hp de luxe saloon, black, brown leather, engine reconditioned, £595—Van-der-Burg of St. Albans, C.R. 215, Havering Hill, N.W.1. Primrose 881. (1517)

£285 Morris 8 1937 4-dr. s.n., in excellent original condition throughout; many others.

B ECHOTORS, 1, Clarendon Rd., Holland Park, London, W.1. Park 5066-7, Open Mon. to Sat. 9-6. (59 days, Holland Park Tube). (11775)

1947 Morris 8 saloon, one owner, £575—Barnes.

1947 315, Finchley Rd., N.W.5. Hampstead 18003

1947 Morris 8 fixed head saloon, moderate mileage, black and brown, very good bodywork; bargain £215.

E RIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, London, W.2. Paddington 0209. (1064)

395 ens—Morris 8, 1939 saloon, grey, very good condition, 10,000 miles, exchange—Nowland Smith, below.

265 saloon, green & black, sliding head, green leather, good condition, terms, exchange; list open 9-7 week-days and Saturdays—Nowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1557)

1939 Morris 8 4-seater, superb, guaranteed, £565; payments—Oldfield 356, Kensington High St., N.W.14. Western 621. (1553)

1938 Morris 8 saloon, nice order, £290—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. (1458)

1948 Morris 8 saloon, hire purchase and part exchange, £525—Blue Star Garage, Ltd., 594, High St., London, W.14. Western 9851-2. (9568)

£245—1938 Morris 8 2-seater, touring, green, black, excellent condition—C.A.F. Motors, 130, Clapham Rd., S.W.9. Brixton 2882-4. (19748)

G ATEHOUSE offer: 1938 Morris 8 4-door saloon, black, choice of three, from £295—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Motor 1014. (1057)

1936 Morris 8 2-door saloon, just fitted replacement engine, chassis 100% mechanically, bodywork and interior all original, good tyres, taxed, £225.

T HEMS MOTORS, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 2545. (1702)

1946 Morris 8 saloon, 2 doors, beautifully finished black with brown upholstery, all of which is equal to new, speedometer reading 35,800; in most excellent order; taxed, £400.

M AIDSTONE ENGINEERING Co., Cross St., Fendleton, Colford, & Tel. Pen. 3457. (19715)

1946 (Sept.) Morris 8 3-door saloon with glass roof, finished in black with brown leather upholstery, 25,000 miles, just repainted and not yet run in, really excellent condition, £400.

B RUIV BROTHERS, Ltd., 135, Old Brompton Rd., S.W.7. Ken. 2468. (1777)

W ALTER SCOTT, Ltd.—1939 Morris 8 2-door de luxe saloon, black, brown & blue, 1948 condition, £425; terms, exchange—39, Collier Crescent, Hampstead, N.W.3. (Finchley Road Tube), Pri. 5914. (7434)

T ANKARD & SMITH, Ltd., offer: 1939 Morris 8 series E saloon, 2 owners only since new, excellent condition, written guarantee, £495—266-43, High Rd., Tottenham, N.15. Stamford W.15 3291. (7169)

£399—1940 Morris 8 de luxe saloon, black, brown hide interior, exceptionally clean condition throughout, excellent runner—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Colindale 4841. (19611)

1938 series 2 Morris 8hp saloon, black, maroon upholstery, completely reconditioned, overhauled, taxed, guaranteed 3 months; £450—K.M.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey, Tel. Uplands 4841. (1018)

D AWSONS offer: 1938 Morris 8hp 2-seater sports; this car is in exceptional condition throughout, really immaculate, £250 or dep. £45, balance 24 months, exchange—Shakespeare St., Nottingham, Tel. 4181, Nottingham. (1154)

T ANKARD & SMITH, Ltd., offer: 1947 Morris 8 completed, who's case in excellent condition, written guarantee, £425—226-232, High Rd., Tottenham, N.15. Stamford Hill 3291. (1161)

£299—1939 Morris 8 de luxe saloon, really excellent mechanically; nearly new, really excellent exterior; this vehicle is outstanding value at this price, don't miss it, 3 months' guarantee, hire purchase, exchange.

L ABUS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.15. Fin. 5231. (19018)

1946 Morris 8hp saloon, black with brown leather, 1st reg. 5,646, mileage 20,000 only, looks like 9,000, perfect condition, £595; we are prepared to consider any pre-war or post-war car in part exchange and make a very generous allowance—Herbert Robinson, Ltd., Cambridge, Tel. 4461. (19123)

M Morris Eight Cars Wanted

A 8 new, post-war Morris 8 required—30, Rivercroft Rd., S.W.10. Tulse Hill 1208 (day). (19747)

P RE-WAR Morris 8hp saloon wanted—British Star Oil Co., 65, Highbury Park, N.5. Can. 1650. (1690)

R OWLAND SMITH'S, the Morris 8 buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

C ASH buyers of low-mileage Morris 8; distance no object—Huttons, Lord St., Southampton, Tel. 2268.

R EQUIRED urgently, post-war Morris 8—Lyons & Track, 24, Wagstaff Rd., Crouch End, N.10. Mountview 4401. (7369)

O VERSEAS CARS

M ORRIS TEN

1948 Morris 10 saloon, green with green leather, mileage 16,500; £795.

O VERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. (19427)

C M.I. CAR SALES (Pvt.) 6623, offer—

1947 Morris 10 4-door saloon, one owner, immaculate—Suttons Garage, Finchley Rd., N.W.1. (1524)

1946 Morris 10 saloon, black, one owner, well kept; £595—Belo.

1939 Morris 10 saloon, black, exceptional condition; MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 9062. (19963)

1948 Morris 10 saloon, black with brown interior, very nice condition; £795.

F ERNARDS OF CRICKLEWOOD, Ltd., 300-220, Crickwood Broadway, N.W.2. Dia. 2234. (1053)

1947 Morris 10hp saloon, black, brown upholstery, one owner, carefully used.

E STACE WATKINS, Ltd., 12, Berkeley St., W.1. (Piccadilly 5181), and 12, Chelsea Manor St., S.W.1. (Fitzham 5181). (1280)

L F. DOVE offer: 1946 (late) Morris 10 saloon, black, brown upholstery, excellent condition, £645—49, Rochford, S.W.15. Liberty 5496. (10979)

1939 Morris 10 saloon, recon, engine reconditioned, £440—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. (1459)

Q UEN'S ROAD AUTOS—1948 Morris 10 4-door saloon, in very nice condition, bargain, £595—62, Queen's Rd., Peckham, S.E.15. New Cross 5069. (1304)

1946 Morris 10 saloon de luxe, unscreathed, black with brown leather interior, reconditioned engine, fitted on 21/11/51, exceptional condition throughout; £675.

M ACDALAN MOTORS, 311, Trinity Rd., Wandsworth, London, S.W.18. (17731)

£666—Absolutely genuine 1936/7 Morris 10 de luxe (4-seater), very carefully and spotlessly used, this is a real bargain, like new, 3 months' guarantee, hire purchase, exchange.

L ABUS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.15. Fin. 5231. (19018)

1947 Morris 10 saloon (reg. Dec. 1946), black with brown hide upholstery, like new inside, splendid condition in every way, £675—Panities Service Garage, Lord St., Southampton 3526. (1451)

T ANKARD & SMITH, Ltd., offer: 1938 Morris 10 saloon de luxe, finished in maroon, in excellent mechanical order, recently repainted, £585; terms and exchange—37, Peckham Rd., S.E.15. Tel. Rotherhithe 2051. (12325)

595 ens—Morris 10, April 1947, de luxe 4-door saloon, black, sliding head, brown leather, excellent condition; terms, exchange; list open 9-7 week-days and Saturdays—Nowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1559)

M Morris Ten Cars Wanted

U RGOENTLY required, post-war series M Morris 10 saloon.

L YON FRANK & WAGSTAFF, Ltd., 3-9, Crouch End Hill, N.10. Mountview 4401. (6801)

R OWLAND SMITH'S, the Morris 10 buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

C ASH buyers of low-mileage Morris 10; distance no object—Huttons, Lord St., Southampton, Tel. 2268.

A 8 new, post-war Morris 10 required—Futura, 35, Cambridge Rd., E.11. Tulse Hill 2768 (day). (19746)

1937 MORRIS TWELVE

M ORRIS 12 series 2 de luxe saloon, 225—Barnes, 215, Finchley Rd., N.W.5. Hampstead 2221. Mai. 1807

M ORRIS Twelve Cars Wanted

R OWLAND SMITH'S, the Morris 12 buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

1939 MORRIS FOURTEEN

M ORRIS 14 series 2 de luxe saloon, moderate mileage, excellent condition, taxed, £345—358, King St., Hammersmith, Riverside 2637-8. (1514)

1939 (June) Morris 14 de luxe saloon, one owner, in exceptional condition throughout, black with brown leather, £425—Jacquier, Ltd., 225-7, Rotherhithe Rd., S.E.1. Riverside 6677-8. (19726)

M ORRIS OXFORD

P HILIP RICKARDS, Ltd., offer—

1949 Morris Oxford, green, radio, heater, 19,000 miles—A. Brick St., Park Lane, London, W.1. Grosvenor 4772-5. (1494)

W ARWICK WRIGHT, Ltd., offer—

1950 Morris Oxford saloon, black, brown leather, 9,000 miles.

1950 Morris Oxford saloon, green, brown leather, radio, 5,000 miles.

W ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 6781. (19743)

1950 (Nov.) Morris Oxford, 2,300 miles—Expos Sutton, Tel. Roade 4 (trade only). (19922)

1949 Morris Oxford saloon, mileage 12,000, very clean; £1,075—Clamsons, Tel. 2040. Fetter Bar. (1723)

1951 series Morris Oxford saloon, almost unused—Green & Zonn, Ltd., 246-252, Dromate, Manchester 8. Tel. Dromate 3523-3. (1645)

1949 Morris Oxford saloon, grey, 13,000 miles; £590—L. F. Dove, Ltd., 111-115, Adaircombe Rd., Croydon, Addiscombe 3068. (7447)

1950 Morris Oxford, 7,000 miles, black/brown—Gerry Brownie Motors, 55-57, South Edwards Sq., London, W.8. Western 4351. Trade only. (1501)

1949 Morris Oxford, 2,300 miles—Expos Sutton, Tel. Roade 4 (trade only). (19922)

1949 Morris Oxford, 16,000 miles, colour black, £925—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (19744)

1950 Morris Oxford saloon, under 10,000 miles, new copolite, choice of two, grey or maroon, £1,025—Dobson Ltd., Morris agents, Slaines, Middlesex Tel. 801. (16413)

M ORRIS Oxford Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Oxford cars—130, Park Lane, W.1. Grosvenor 3454. (19717)

8 new, post-war Morris Oxford required—80, Brixton Rd., S.W.16, Tulse Hill 1208 (day). (19719)

A LMORST new Morris Oxford required; cash payment—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4429. (19950)

C AR MART, Ltd.

1950 Morris Six saloon, heater, 6,000 miles; £1,175—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. (1555)

P RIDGE & CLARKE, Ltd., offer—

£945—1949 Morris Six saloon, beige/beige leather, low mileage, low cost, three months' guarantee—237, Brixton Hill, S.W.2. Tulse Hill 3664. (1177)

1950 Morris Six saloon, 8,000 miles; £1,175—Rays Autos, Ltd., Euston 2700. (19758)

1950 (Oct.) Morris Six, 8,800 miles—Ernest Sutton, Tel. Roade 4 (trade only). (19921)

1950 Morris Six saloon, quite new—Dunstable House, Dunstable Place, Winchester, 1260.

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced, £1,050—Campbell Symonds, Wembley 6362. (1501)

1400 miles—1950 Morris Six saloon—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tenn. 5568. (1539)

1950 Morris Six saloon, first registered 9/2/50, finished in grey with brown leather upholstery, one owner, in perfect condition, three months' guarantee—10, Brixton Hill, S.W.2. Tulse Hill 3664. (1177)

M ORRIS MISCELLANEOUS

C ORDON CARS (LONDON), Ltd.—1948 Morris 10hp saloon, £595.

C ORDON CARS (LONDON), Ltd.—1949-50 Morris 8 Oxford saloon, £595.

C ORDON CARS (LONDON), Ltd.—1950 Morris Six saloon, £1,175.

G ORDON Hope, 375, Euston Rd., London, N.W.1. Euston 6611. (1177)

T ANKARD & SMITH, Ltd., offer the choice of many Morris 8, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee—188, King's Rd., S.W.3. Tel. Fick. 4001-3. (10379)

M ORRIS Miscellaneous Cars Wanted

R OWLAND SMITH'S, the Morris buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (19779)

M ORRIS wanted—Smith's, 88, Chalk Farm Rd., N.W.1. Tel. 2767. (10024)

M ARSTON MOTOR Co. for your Morris—Tel. Sta. 3038, Seven Sisters Rd., Tottenham, N.15.

U RGE immediately for good Morris—H. F. Edwards, 154, G. Titchfield St., W.1. Lansham 0012. (19325)

J ACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris's preference, require cars in first-class condition. Mar. 5, 1952. (19114)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Miscellaneous Cars Wanted
CASH buyers of low-mileage Morris Minor, Oxford and 800 cc. distance no object. National, Lord St. Southampton. Tel. 2468 (19798)

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Morris from 1937 onwards. Wembley 8691-2. (19670)

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Morris cars in first-class condition.—May 3051. (16931)

Morris Spares and Service
LARGEST and quickest spares service in the South of England.—Hevea Garage, Ltd., Reading. Tel. 2436. (16036)

MORRIS B-Series I and II from wings, £11 a pair, 4 years 60 a pair.—Brooks Cars, 99, Queens Rd., Brighton. (10458)

WRIGHT LONDON—Rogers Garage, repairs and service, stockists. New address: Wellesley Ave., Paddensworth, W.6. Riverside 2644-3. Old and new friends welcome. (15614)

Nash Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Nash from 1937 onwards. Wembley 8691-2. (19670)

OLDSMOBILE
SIMPSON'S MOTORS offer:—

LATE type Oldsmobile 4-door saloon, hydraulic drive, for full list, typed and illustrated, 35s. (1210)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. (1210)

DISTRIBUTORS (RAWLENCE), Ltd., 8, Elm St., and Spares, Blinley Heath, nr. Litchfield, Surrey. Tel. Litchfield 350-1. (10673)

1939 Oldsmobile 1500, saloon, in exceptional condition. £725. (1210)

DISTRIBUTORS (RAWLENCE), Ltd., Blinley Heath, nr. Litchfield, Surrey. Tel. Litchfield 350-1. (10673)

£375 or a.o.—1936 20hp Oldsmobile 6d. hd. spec. eng. chl., mech. perf., ga. tyres, etc. maintained, any test, taxed & insured. 3773, Broomfield Heath 2540. (1565)

1950 Oldsmobile Six 1.6, coupe, 5-6-seater Futuramic transmission, radio and heater, 3,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Tem. 3569. (1398)

OLDSMOBILE main dealers for London, Midlands & Counties and adjoining counties—Les Garages, Ltd., 2, Lexington St., W.1, (Gerrard 6600). Service Workshops and Spare Parts, Pembroke Villas, off Westbourne Grove, W.11 (Bayswater 6428-7). (10676)

OLDSMOBILE main dealers
LEX GARAGES, Ltd., are interested to buy recent 1 model Oldsmobile cars. (19627)

LEX GARAGES, Ltd., 2, Lexington St., W.1, Gerrard 6600. (19627)

OLDSMOBILE saloon, late type, right-hand drive, 6-cylinder, must be in good condition. £450. (1145)

BRITISH & COLONIAL MOTORS, Ltd., require used Oldsmobile cars.—Upper St. Martin's Lane, W.C.2, Tem. 3569. (1395)

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Oldsmobile from 1937 onwards.—Wembley 8691-2. (19670)

RECONDITIONED Opel models Cadet, 16, 17cc Olympia and 20-22, super & available from 2000 1 months' guarantee, terms and exchanges.—Mather Motors, Ltd., Southampton St., Southampton. Tel. 2526, 4544. (7737)

225 cc. Opel cadet, 1937, 12hp saloon, black, 25000 miles, good tyres, light good condition, terms, exchanges, list, open 5-7 week-days and Saturdays.—Howard Smith, Hampton (Hampton Tube), Hampton 6041. (1565)

ROWLAND SMITH & Co. Opel buyers.—Hampton High St. (Hampton Tube), Ham. 6041. (19680)

MAYNOR MOTORS, Ltd. Opel distributors buyers of all models—14, Southampton St., Southampton. Tel. Southampton 3266, 3944. (10631)

PRIDE & CLARKE, Ltd. Opel distributors, offer immediate cash payment for all models.—237, Bristol Hill, E. 2, Tel. 3668. (10336)

Opel Spares and Service
REPAIRS, spares, reconditioned engines, suspensions, etc.—Tarnall & Fraser, 10, Winchester Way, W.8, Tel. 6126. (10614)

PRIDE & CLARKE, Ltd. new brake and clutch linings, valves, springs, piston rings, quotations.—Stockwell Rd., S.W.9, R. 6251. (10735)

MAYNOR MOTORS, Ltd. Opel distributors, Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944. (10631)

PACKARD
LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 5400. (19680)

PACKARD Sole Concessionaries offer:—
1951 Packard 200 de luxe, 4-door sedan. (19670)

RHD Ultramatic transmission, radio with electrically operated antenna, heater and Clear All! demister, twin fog lamps, windshield wiper, and many other extras, very low mileage. (19670)

1947 Packard Clipper eight de luxe, 4-door, blue seat covers, right-hand drive, radio and heater, 27,000. £2,150. (19670)

1947 Packard Clipper eight de luxe, 4-door black seat covers, right-hand drive, overdrive, radio, heater, demister, seat covers, 30,000 miles. £1,950. (19670)

PACKARD Sole Concessionaries offer a selection of completely reconditioned 1938 and 1939 saloons and drop head four-seaters. (19670)

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 5400. (19680)

PACKARD 30hp drop head coupe, engine reworked, crankshaft reground, 5,000 miles, open R.A.C. windows. £370.—13, Backhouse Lane, Cray, Tel. 2776. (1111)

PACKARD
JOE THOMPSON (MOTORS), Ltd. offer:—
1939 Packard 4-door saloon, colour black. (19670)

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelson). Ken. 4858. (19670)

CAMDEN MOTORS—Packard 8 de luxe Clipper right-hand drive saloon, 1937, equipped with overdrive and electronic clutch, super modern styled bodywork with swept streamlined tail like 1948 model, leather trimmed upholstery, nylon linen seat covers, radio of most magnificent tone, heater, demisting, "Screen-wash" concealed interior lighting, etc., maintained since new by Packard concessionaries, and in superb order throughout. £1,745. (19670)

CAMDEN MOTORS—Packard 11hp special four-seater drop head coupe, 1938, with the very attractive Fisher bodywork, nicely finished in deep maroon with grey leather interior and hood to match, recent 250 overhaul to engine, gear box and back axle, outstanding order. £295. (19670)

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Phone 2041 (5 lines). Write for post free catalogue, nearly 500 cars ready for inspection and purchase, hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 7 p.m. from Monday to Saturday; closed Dec. 24, 25 and 26. (19670)

A&S—Limousine, 1935, original private owner, partition, widest occasional, 67,000 miles, only in exceptional condition. (19670)

1938—1939 partition, widest occasional, black, certified mechanically, desirable condition. (19670)

A L F & SAUNDERS (100-Limousines), Providence Court, North Audley St., Mayfair-2941. (1132)

Packard Cars Wanted
ROWLAND SMITH & Co. Opel buyers.—Hampton High St. (Hampton Tube), Ham. 6041. (19680)

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Packard from 1937 onwards. Wembley 8691-2. (19670)

LEONARD WILLIAMS & Co. (1940), Ltd. Packard Sole Concessionaries, Great West Rd., Brentford, Middlesex, Ealing 5400. (19680)

JOE THOMPSON (MOTORS), Ltd. Packard special—1937, Fulham Rd., next door to M.C.B. Ken. 4858. (19670)

Packard Spares and Service
JOE THOMPSON (MOTORS), Ltd. Packard specialist, 97, Fulham Rd., next door to M.C.B. Ken. 4858. (19670)

LEONARD WILLIAMS & Co. (1940), Ltd. Packard Sole Concessionaries, Great West Rd., Brentford, Middlesex, Ealing 5400. (19680)

DICKS
1947 Peugeot 11hp saloon, genuine French model, ready for hard work. £395. (1457)

DICKS CAR SALES, Ltd., 363-364, High Rd., Ealing, Middlesex, Ealing 658-9. (1457)

PLYMOUTH
SIMPSON'S MOTORS offer:—

1949 Plymouth 4-door saloon, fitted with heater and seat covers, for full list see under "American Cars". (19670)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. (19670)

CHARLES POLLETT, Ltd. offer:—

1939 Pontiac Silver Strak saloon, black, brown hide, overhauled and carefully maintained. In exceptional condition of this age, £495, Berkeley St., W.1, May. 6266. (19670)

SERVICE Works and Stores, Barnside Yard, off Elgin Ave., W.9, Cunningham 598-8. (1747)

CAMDEN MOTORS—Pontiac streamliner 8 de luxe 6-cylinder saloon, 1938, 4-door model with hydraulic drive, heavy chrome from fender moulding, chrome gravel guard and large type embellishes, late property of American bank, executive in London, chauffeur driven, mileage 16,700, immaculate steel grey finish with door-drumer broadcloth interior, built-in radio, heater and other extras, £1,545. (19670)

CAMDEN MOTORS—Pontiac streamliner 6 de luxe saloon, 1938, with similar type body to above but slightly smaller horse-power, hydraulic drive and all extra, no dent, no dings, original nylon seat covers, etc., beautiful condition; £1,355. (19670)

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue, hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. Monday to Saturday. (19670)

BRITISH & COLONIAL MOTORS, Ltd. require good Pontiac cars.—Upper St. Martin's Lane, W.C.2, Tem. 3569. (1394)

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Pontiac from 1937 onwards.—Wembley 8691-2. (19670)

Pontiac Spares and Service
FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752. (19670)

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. (19670)

Porsche Spares and Service
COLBORNE (CARROS), Ltd., 8, Upper St. Mary's, The Volsagen people, now announce service repairs, etc., for the Porsche. Tel. Ripley 2361. (10629)

RACING CARS
500 cc. Ridge Rd. engine, Norton gear box, going for £150, bargain. Tel. Bristol 63511. (1177)

FORDSON racing tender, suit Formula 2 or 1 car; windows in body, new engine; read. 1948; £220; spare valued—40, High St., Chatham. (1696)

RACING CARS
COOPERS GARAGE (SURREY), Ltd., of Surbiton, Tel. E.M. 3546, are the sole concessionaries for Great Britain of the Cooper 500 and 1000cc formula racing cars. (10881)

1938 chassis late 1935 Cooper, fitted with special cap-lip normally aspirated twin in country; new Norton gear box and 22 diff.; new set racing Dunlops; also Norton twin e.h.c. 499 engine incorporating later Heart Modifications; offers to—George Hartwell, Ltd., 25, St. Ridenhurs Rd., Bournemouth. (1758)

RAILTON
1938 Raiton Sandown saloon, immaculate condition throughout, all new tyres, will accept £495.—Kingston 4028. (1656)

AJOR J. P. S. BARBER, 65, Linden Gardens, W.2, Bayswater 6753; all models up to 1947, 11hp, 21hp 21hp coupe saloons, towners. (5467)

A1 MOTORS (LONDON), Ltd. offer a second-hand none selection of Raiton cars, also spare—26 (b), Belgrave Rd., S.W.1, Victoria 8285. (1033)

1934 Raiton 8-cylinder, good condition but no engine knock and uses oil, taxed £165.—Letters only to Langstaff, Asgarby, Steadford, Leics. (1162)

RAILTON 20hp Sportman's saloon, 1936 (A.S. 1) 1937 features, hydraulic brakes, excellent order; £275.—Burnham Motors, Elton Rd., Burnham, Bucks. (1191)

1937 Raiton sports saloon, durable, bright eight, one owner, immaculate throughout, with post-war appearance, fitted host of extras, £440, terms—Temple Cars, 156, Burton Rd., Derby. Tel. 4564. Open till 6 p.m. six days. (1751)

Raiton Cars Wanted
THOMPSON & TAYLOR (BROOKLANDS), Ltd. purchase good Raiton cars, 1937-39.—Portsmouth Rd., Cobham, Surrey, Cobham 2945. (1630)

RENAULT
RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3, Acton 4650. (19670)

CAR MART, Ltd.
1950 Renault saloon, 8,000 miles; £785.—Car Mart, Ltd., 520, Euston Rd., N.W.1, Euston 1212. (1353)

HAROLD RADFORD & Co., Ltd. (19670)

FIRST registered May 1946, Renault four-seater drop head coupe 26.5hp, colour maroon with beige leather upholstery, one owner, speedometer reading 21,865 miles, in excellent condition throughout. (19670)

HAROLD RADFORD & Co., Ltd. Melton Court, South Kensington, S.W.7, Tel. Kensington 6642 (5 lines). (19670)

WILLIAMS RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton (Embridge 1873), offer:—

1939 Renault 16hp 7-seater limousine, excellent condition; £575. (19670)

1937 12hp saloon, reconditioned, black; £750. (1612)

1948 (Dec.) Renault 5hp 4-door saloon, 22,000 miles, beige, brown leather, excellent condition throughout, many extras. (19670)

S.W.17, Wim. 3051-2. (7403)

ROSE & YOUNG, Ltd. offer 1939 model Renault 6 de luxe saloon, black, leather, 4 cylinders, £250.—65-69, Strentham Ave., Strentham Hill, S.W.2 (1 minute Strentham Hill Station). Tel. Hill 6464, 18649. (19670)

595 cc.—Renault 8 (January 1949) 4-door saloon, 1948, brown, brown leather, one careful owner, light mileage, excellent condition, terms, exchanges, list, open 5-7 week-days and Saturdays.—Howard Smith, Hampton (Hampton Tube), Hampton 6041. (1565)

Renault Cars Wanted
RENAULT small hp wanted, in good condition.—Phone Valentine 2098. (1601)

ROWLAND SMITH & Co. Renault buyers.—Hampton High St. (Hampton Tube), Ham. 6041. (19680)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. (10127)

URGENTLY wanted for cash, post-war Renault.—Connaught Engineering, Portsmouth Rd., Bury, Surrey. Ripley 3178. (10775)

CAR MART, Ltd.
1950 Riley 14-litre saloon, 12,000 miles; £1,465. (19670)

1949 Riley 14-litre saloon, radio, 6 months' guarantee, £1,325.—Car Mart, Ltd., 139, Park Lane, W.1, Grosvenor 5434. (1534)

SLOCUMBS, Ltd.
1933 14hp, black, good tyres, clean appearance; £1,465. (19670)

SLOCUMBS, Ltd., 38-52, Dudden Hill Lane, N.W.10, Willesden 4889. (10794)

CARR BROS. offer:—
1946 Riley 14-litre, 23,000 miles only, perfect condition throughout; £975. (19670)

CARR BROS. GARAGES, Ltd., Purley, Tel. Tel. 3612. (1591)

CARR BROS. offer:—
1950 Riley 14-litre, 9,000 miles only, as new condition throughout, bronze finish; £1,465. (19670)

CARR BROS. GARAGES, Ltd., 21, Gosh St., W.1, Gerrard 1262. (1591)

CARR BROS. offer:—
1936 Riley 15hp, perfect condition throughout; £425. (19670)

CARR BROS. GARAGES, Ltd., Purley, Tel. Tel. 3612. (1591)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

JACK ROSE, Ltd., offer:—

1947 Riley 2½-litre sports 4-door saloon, almost unmarked inside and out. Quarter-leather upholstery, small mileage, open to any examination. £1,115. Jack Rose, Ltd., Stafford Rd. Walsall, W. Surrey, Walsingham 6974. (1725)

HAROLD RADFORD & Co., Ltd.

1948 (Sept.) 2½-litre Riley saloon, black with brown leather and cloth upholstery, speedometer reading 16,815 miles, fitted with new tyres, in exceptional condition throughout.
1948 HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 5642 (3 lines). (5991)

BOON & PORTER, Ltd., distributors.

1949 2½-litre Riley saloon, black, radio, mileage 10,800; £1,536.
1948 1½-litre Riley saloon, black, with H.M.V. radio, recommended throughout; £1,195.
1948 2½-litre Riley saloon, offered on behalf of owner overseas, black; £1,195.
1947 1½-litre Riley saloon, black; £825.—(by Hammermill Bridge, Riverside 4444. (1185)

H. A. SAUNDERS, Ltd., Radlett, Herts.

1947 Riley 1½-litre saloon, mileage 23,000; £1,000. Tel. Radlett 0197 and 4840. (2516)

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Riley 1½-litre saloon, 35,000 miles; £1,095.—Rippon, Portsmouth 88. Thames Ditton Embroider 5511-2-3. (0712)

GORDON CARS (LONDON), Ltd.—1950 Riley 1½-litre saloon; £1,175.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon; £1,175.

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-litre saloon; £1,295.

GORDON CARS, 375, Euston Rd., London, N.W.1. G. Gordon 6611. (1378)

1950 Riley 1½-litre saloon, black with red leather, radio, low mileage; £1,575.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester, Tel. 2562. (1217)

SPECIALISTS for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

1951 model 1½-litre Riley saloon, sun bronze/red leather, 10,000 miles, radio and heater.

RIPON, Ltd., 16, Alsemerie St., Mayfair, W.1. Rippon 2952-3-4. (1175)

PERFORMANCE CARS.—Good selection always available, written guarantee, see under "Sports Cars."

BEARTE of Kingston, Riley specialists, sales, repairs, 103 London Rd., Kingston, Kingston 3844.

1950 Riley 1½-litre saloon, finished in green, small mileage splendidly maintained; £1,175.

BROADWAY MOTORS, 16-18, Broadway, Bentley, South, Tel. Bentley 3691. (1713)

1949 Riley 2½-litre saloon, black red upholstery, mileage 24,000, appearance as new, one owner.

H. A. HAMMILL, Ltd., 37, Hamblestone Gate, Leicester. (1166)

100 miles, 2½-litre Riley 2-3-seater sports.—Giddy, Mayfair, Tel. 33, Sloane Sq., S.W.1. (0426)

1950 Riley 2½-litre four-door drop head coupe, 13,000 miles.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. (1628)

1947 Riley 1½-litre saloon, one owner, exceptional condition; £875.—Colin Haines, Ltd., 39, Bedford Sq., W.1. Mayfair 2538. (1406)

1947 Riley 2½-litre saloon, exceptional condition, throughout.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. (5764)

1947 1½-litre Riley saloon, black with red leather, one owner, 25,000 miles. Quarter-leather upholstery, working Motors (Mayfair Hill), Ltd., Woking 1924. (5417)

CAMDEN MOTORS.—Riley 1½-litre 12hp Kestrel, 3rd class saloon, special series twin carb. engine, low mileage streamlined bodywork, remote control crash box, special gauges, etc., breath-taking acceleration and very high average cruising speeds, steel grey, red interior; £675. (0599, 6240)

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RILEY

WELBECK MOTORS, Ltd., proudly present:—

1950 2½-litre Riley drop head coupé, the latest and most desirable of all post-war Riley productions, 10,000 miles, but condition is identical to new, extras include heater, rimblenders and special brake-brakes; £2,200. (1466)

WELBECK MOTORS, Ltd., Car Sales Division of World Famous Car Hire Company, 107, Crawford St., London, W.1. Welbeck 3991. (1837)

1949 2½-litre Riley saloon, black, H.M.V. radio, leather, immaculate condition; £1,425.—Silverthorne Motors Ltd., 1013, Finchley Rd., N.10. Mayday 2708. (5466)

5995 exs.—Riley 1½ (1938 model) 16hp Kestrel 2-door sports saloon, maroon, sliding head, red leather, manual overchange and overdrive, carefully used, excellent condition; terms and exchanges, last open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (11570)

1950 (April) Riley 1½-litre saloon in green with beige leather, fitted heater, one owner, 6,000 miles as new £1,485. (1st July) Riley 2½-litre saloon, black with brown leather, one owner, 29,000 miles, perfect. £1,150.—Gibbons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681 (1977)

BLUE Streak!—A rare example of the famous 16hp 4-cyl. Riley March 1940 fitted luxurious drop head four-door coupe body, in deep maroon with grey hood, 100 long miles, headlights, speedometer, twin tone horn, screen demisters, hydraulic jacks, five new tyres, taxed, a fast, luxurious car offered at the very reasonable price of £675.

BRIDGE MOTORS, Bursill Sales & Service 2, Pentonville, Newcastle, N.E.1. Bayswater 9521. After 6 Tulce Hill 4755. (19960)

TANKARD & SMITH, Ltd. offer a really nice 1947 2-door Riley saloon, this car has had 1 owner only and has been carefully maintained since new. It has just had an overhaul and all bills since 1947 are available. Very nice, covered by car writer's guarantee and open to any inspection; £1,095.—226-232, High Rd., Tottenham, N.15. Sharnford Hill 3291-1554 (1977)

SPRIT Lark Riley—seater 12hp 1½-litre saloon, in perfect condition, all bills for £250 overhaul, grey with red hide, new grey silk mohair hood and machine cover, almost new tyres, new black special engine with extra large inlet valves, high lift camshaft, special manifold, new overdrive twin S.A. Scintilla Veritas, electronic oil radiator, car instruments.—Speedsters, the best conditioned sporting cars in the country, offices at "Old Briddles," Cross Oak Lane, Seaford, Hants. Tel. 1681, Surrey. Hurley 628. (17673)

RILEY (UTILITY)

CARR BROS. offer:—

1950 Riley 1½-litre shooting brake, built in 1950 on 1947 chassis, 2,000 miles only, well-built bodywork, carrying 4 people and luggage, 1950 finish, new from new throughout; £895.

CARR BROS. GARAGES, Ltd., 21, Sebo St., W.1. (11592)

Riley Cars Wanted

THE CAR MART, Ltd. wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. (0989)

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0983)

KESTREL 9, any condition.—C. Arnold & Homestead, 100, Northampton Tel. 5001. (19205)

CASH immediately for good Riley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (1464)

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hartons, Lord St., Southport. Tel. 2265.

BLAKES, Riley distributors, will purchase any non-coversman Riley cars.—130, Bold St., Liverpool 1. Tel. Royal 6622. (7735)

C. A. PETO, Ltd., 42, North Audley St., W.1. urgently require post-war small mileage Riley cars in first-class condition.—May, 3051.

URGENTLY require 1946-9 1½-2½-litre saloons.—Hes Naste, Riley Specialists, Sharnhurst Lane, Botley Southampton Tel. Botley 152. (0660)

MOTORISTS (LONDON), Ltd. are immediate cash buyers of post-war Riley saloons.—Quest North Rd., E. Finchley Station, N.2. Tudor 2501-2. (0708)

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2½-litre saloons.—Gibbons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (15397)

RILEY roadster required, must be very late model, state true mileage; reasonable price for a genuine Riley, low mileage car.—New Western, 139, Meadow Lane, Leeds, 11, or Tel. 28350. (9292)

ROGE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley 1950 model, 4-door, in good condition.—Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulce Hill 6454 and 9162.

Riley Spares and Service

A ROOT MOTORS, Ltd.

A ROOT MOTORS, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.1. Kensington 7501. (0235)

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—R. Castelineau, Barnes, S.W.12. Riverside 4444, by Hammermill Bridge. (1047)

FOK, Riley service consult the Riley specialist.—W. T. Massey & Co., 2, Ley St., Ilford (Tel. Ilford 0961). (9472)

HARTLEY'S for Rileys, spares and service.—11, St. Edmund Rd., Forest Hill, S.E.23. Forest Hill 2244-5. (0245)

Riley Spares and Service

J. JAMES (LONDON), Ltd. carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Millers Rd., London, N.W.3. Gai. 5446. (10798)

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice included; send your enquiries for complete overhaul by specialists.—Moira's Agency, Ltd., High St., Leamington Spa, Tel. 67. (12390)

ROLLS-ROYCE

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LARGEST official retailers of Rolls-Royce and Bentley, stock list of used models on request to

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1936 Rolls-Royce 25/30 saloon, with division by Barker, brown with brown hide.—Ref. H.7891.

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NORTHERN Rolls-Royce specialists since 1905

1936 25hp Rolls-Royce saloon by Park Ward, black with beige unique six months' guarantee.

1936 (Mar.) 50hp touring limousine by Rippon.

YOU can buy with confidence from the largest dis-

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OFFICIAL Rolls-Royce retailers.

OFFER lightly used Silver Wraith cars; details on application.

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RUSSELL MOTORS offer:—

1935 Rolls-Royce close-coupled sports saloon with coach by Hooper, bucket seats, no division, black and brown leather, original tool kit complete, full Roll history.

THE above car subject to any trial or examination.

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CYRIL SHEPPARD offer:—

1938 Phantom

Clapham Hill, S.W.12 (100 yards Clapham South Tube)
 Lat. 1107-8-9 '7428

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1946 (September) Rover 12 sports saloon de luxe, one owner, excellent condition, £285; 3 months' written guarantee.—Brown's Garage, Leighton (Leam) 2119. (7065)

1938 Rover 12 de luxe saloon, black with brown leather, privately owned, original condition throughout, very exceptional, £485.—340, King St., Hammersmith, London W.6. (1856)

1937 Rover 12 sports saloon, finished in blue, mechanically perfect, first-class battery and tires, £300, wants seeing.—Fishers Garage (Ripley), Ltd., Puttsmouth Rd., Ripley, Surrey, Tel. 2184. (1856)

1940 Rover 12 saloon, similar to post-war model and in quite as good condition; mileage 1,000; price £150; outstanding value; £605.—Clarke & Simpson, 72-73, Cadogan Lane, S.W.1. Sloane 4727. (1778)

TANKARD & SMITH, Ltd., offer 1936 Rover 12 sports saloon, in black with brown leather, engine completely reconditioned and not yet run, coachwork repaired, very attractive car in as new condition; any trial or examination; 2,575; three months' written guarantee, also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4601-3. (1261)

£625—Rover 12 de luxe saloon, in absolutely impeccable condition; truth in advertising is our motto; this car looks and runs like 1948 model, exterior just like brand new, interior beautiful and original, mechanically overhauled and guaranteed, you cannot find this vehicle, please come and compare with other Rover 12 saloons; choice of 8 other Rover 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, L. High Rd., Finchley, N.12. Fin. 6221. (1605)

ROVER 14
ROVER 14 1936 saloon, grey, good condition; £250.—Imperial 3857. (1783)

1939 Rover 14hp saloon, colour grey, excellent condition, £375; H.P. can be arranged.—Tel. Lab. 5060. (8204)

1946 (October) Rover 14 6-light saloon, black, brown leather, 24,000 miles, and almost as new, heater and demister, £1,045.
ROBBINS, 96-98, Upper Richmond Rd., East Putney, R. S.W.15. Tel. 4561. (1165)

1936 Rover 14, immaculate; £550.—Barnes, 315, Finchley Rd., Hampstead, N.W.4. Hampstead 2281. Mail 1897. (8008)

£375—1936 Rover 14 de luxe saloon, rebuilt as new, including new upholstery from Rover, superb condition, £1,125, Aberdeen Gdn., N.W.4. (194)

£235—1935 Rover 14hp sports saloon, clean condition, good runner, Ray Motors, 192-194, West End Lane, N.W.6. Hampstead 6480. (1052)

CASS'S MOTOR MART—1939 Rover 14 saloon, major, just reconditioned and revalued; written guarantee.—5, Warren St., W.1. Euston 4110. (1963)

£235—1935 Rover 14 sports saloon, an excellent example of this popular type, bargain.—Ray Motors, 192-194, West End Lane, N.W.6. Hampstead 6480. (1052)

£295—1936 Rover 14 sports saloon, very modern looking, excellent mechanically, real value for the price, 3 months' guarantee, blue purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, L. High Rd., Finchley, N.12. Fin. 6221. (1604)

1947 Rover 14 sal., £10 tax, perfect condition, one owner, £1,075; good offers considered; exchange, terms.—Temple Cars, 136, Burton Rd., Dept. 74, 42613. Open 10 a.m. six days. Tel. 1746

BRUTONS, Ltd.—1939 (May) Rover 14 Tickford, one owner, equipped 25-50,000 miles, engine just reconditioned new head, whole car as new.—13-14, Chesham Mews, Emperor's Gate, S.W.7. Western 1242. (1627)

1938 Rover 14 Sportsman saloon, beautifully reconditioned, black interior, upholstery in brown side with new fitted Wilton best quality carpets to match, the mechanical order of this car is faultless and has a remarkable efficiency and quiet performance with 24 mpg; the appearance is really superb and is without doubt one of the most attractive vehicles anywhere in England, £495; also similar car to above but fitted with six-light saloon bodywork, £465; terms and exchanges.

MALCOLM ENGINEERING CO., Cross St., Penfold, S.W.20. Tel. Pen. 3457. (1952)

ROVER 14
ROVER 14 1937 Rover 16hp sports saloon, immaculate condition, small mileage, one owner, recently had and over £300 spent, mechanically perfect, bodywork, finish, plating, upholstery, carpets, tyres, etc., as new, radio, any trial, any examination, £675; William Turner, Eyre Works, Sheffield, 1. Tel. 2555 (speakers). (7060)

OVERSEAS CARS, Ltd.
1946 Rover 16 saloon, green with green leather, £10 tax, excellent condition throughout; £495.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge S.W.3. Tel. Kensington 7475. (1942)

ROVER 16hp new 1/3-48, one owner, perfect order, 50,000 miles; price £1,030.—Smith, 18, Regent St., Bathurst, Tel. 2170.

1947 Rover 16hp sports 16, first taxed in 1949, H.M.V. radio, Kimberlites, immaculate; £1,200.—Tel. Prospect 9188.—Box 5903. (1769)

1948 Rover 16hp 4-light sports saloon, in immaculate condition throughout; price £1,465.—Grove Ltd., Northampton. Tel. Northampton 4540.

£645—Rover 16hp de luxe saloon, in that rare and beautiful condition associated with Rovers from Lamb; this vehicle has been mistaken for a small mileage post-war model because its bodywork is like brand new, interior original and excellent mechanically, of course, 100%; who could tell driving or looking at this Rover that it is 13 years old; also choice 8 other Rovers; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, L. High Rd., Finchley, N.12. Fin. 6221. (1605)

CAR MART, Ltd.
1950 Rover 75 P.4 saloon, heater, 7,000 miles, £1,965.—Car Mart, Ltd., 330 Euston Rd., N.W.1. Euston 1212. (1536)

TICKFORD, Ltd., offer:—
ROVER P.4 saloon, speed, reading 9,000, green, grey leather, H.M.V. radio, one owner, as new.

1948 Rover 75 saloon, black/red, 9,000 miles, heater, radio, excellent condition.

1948 Rover 75 saloon, 20,000 miles, black/red, H.M.V. radio, heater, one owner, excellent condition.

1948 (June) Rover 60 saloon, black green, H.M.V. radio, excellent condition.

8 Upper St. Martin's Lane, W.C.2. Temple Bar 3578. (1266)

SELBORNE (MAYFAIR), Ltd.
1939 Rover 14 sal., 3,000 miles, black P.4 saloon.

82 Park St., W.1. (1849)

WARWICK WRIGHT, Ltd., offer:—
1950 Rover 75 P.4 saloon, dark green, green leather, 4,500 miles.

1948 Rover 75 sports saloon, black, red leather, radio and heater, 23,000 miles.

WARWICK WRIGHT, Ltd., 180, New Bond St., W.1. Mayfair 9781. (1603)

H. A. SAUNDERS, Ltd., Radiat, Heris.
1948 Rover 60, mileage 10,000; £1,300.—Tel. Radiat 6167 and 5649. (12517)

GORDON CARS (LONDON), Ltd.—1949 Rover 75 P.4 saloon, 11,575.

GORDON House, 373, Euston Rd. London, N.W.1. Euston 9611. (1575)

1951 (27/11/50) 2,780 miles, dark green; £2,200.—Box 5900. (1718)

1950 (Nov.) Rover 75 P.4 saloon, 1951 model, black, brown leather, under 5,000 miles.

GEORGE NEWMAN & Co., 505, Euston Rd., N.W.1. Euston 4466. (14415)

ROVER 1951 P.4, black, 6,750 miles, immaculate condition; radio, covers; £1,850.—Watkins, a, Chertsey Lane, Bideford. (1644)

1951 Series Rover 75 P.4 saloon, 300 miles.—Green & Zonia, Ltd., 246-252, Desmote, Manchester, 3. Tel. Desmote 3253-6. (1644)

1950 Rover 75 P.4 saloon, pastel blue, blue leather, Hagerty lower covers, heater, 5,000 miles only, spare unused, one owner; another finished black-red.

1950 Tel. 16, Albemarle St., Mayfair, W.1. Regent 2952 3/4. (1352)

1948 Rover 75 sports saloon, first reg. October, black and green, total mileage 10,000, original tyres, spare unused, condition as new throughout, £1,475.

W. P. MAIDENS, Sleaford, Lincs. Tel. 133. (1158)

1950 (Sept.) Rover P.4 saloon, guaranteed mileage 12,000, one owner, black with grey, immaculate condition, £1,900.—Sable Lambert, Lower Hestings St., Leicester. Tel. 59735. (1715)

70 odd miles.—Rover 75 saloon, 1950 (Nov.), unmarked, unused through owners' circumstances, £2,350.—Open at Watco Motors, 150-6, West End Lane, N.W.6. Hampstead 1177. (1512)

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1950 Land-Rover, £625.—Rovers Auto, Ltd. Euston 2776. (1976)

HARVEY HUDSON, Ltd. (The Land-Rover Specialist), offer:—

1950 (Nov.) Land-Rover, 4,000 miles, optional drive to front wheels.

1950 (Aug.) Land-Rover, 5,000 miles, heater and radio, £750.

1949 (Sept.) Land-Rover, 9,000 miles, Brookhouse trailer available if required.

1949 (Aug.) Land-Rover, 15,000 miles, complete with metal top.

THE above are examples from the finest stock of reconditioned guaranteed Land-Rovers and ancillary equipment in the country.

FIFTEEN to twenty always available.
HARVEY HUDSON, Ltd., South Woodford, E.18. Wandsworth 0956. (1607)

1950 Land-Rover, as new throughout, 8,000 miles, spare unused; £700.

PARSONS & PARSONS (OARAGE), Ltd., Puter St., Harlow, Puter Street 121. (1294)

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£550—1949 Land-Rover, small mileage, appealing, new, one owner.—Edmunds (1793)
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EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' special guarantee, prices from £395.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon, 0165-4. (1623)

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ROVER MISCELLANEOUS
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ENGLAND'S Largest Rover Distributors
DEVONSHIRE House, Piccadilly, W.1. (Oxbridge 2227)

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1950 Rover 75 saloon, grey, in good condition throughout, any trial, outstanding bargain. £395.

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R. P. POWELL (MOTORS), Ltd., East London main agents for Rover sales, service and spares.—521, Romford Rd., Forest Gate, E.7. Maryland 4615-3. (0409)

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available—Chesham Hill Rd., Manchester, 8. Tel. Blackfriars 2502. (0555)

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1950 Singer 1500 saloon, 6,000 miles only, colour blue, fitted radio and heater, indistinguishable from new. £1,095.

G. SMITH MOTORS, 295-7, Rye Lane, Peckham, S.E.1. New Cross 0400. (9603)

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1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage. £745.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. (1832)

1950 Singer S.M.1500 saloon, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 2548. (1530)

1947 Singer 10 saloons, two cars; £690 and £595.—Smith & Hunter Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (1436)

SINGER

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1946 (May) Singer Super 10hp de luxe 4-door saloon, black brown hide upholstery, discs, other extras, coachwork, mechanical condition excellent, moderate mileage. £595.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (1235)

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1950 S.M.1500 saloon, finished in fawn with beige upholstery, 10,000 miles; £1,145.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24657. (9434)

1947 Singer 10 saloon, black, brown leather; £625.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4.

795 gns.—Singer 1500 (Nov. 1949) saloon, green, fawn leather, one careful owner, small mileage, exceptional condition, taxed, terms, exchange.—Rowland Smith, below.

595 gns.—Singer Super 10 (Sept. 1947) de luxe 4-door saloon, black, sitting bear, maroon leather, one careful owner, excellent condition, taxed, terms, exchange.—Rowland Smith, below.

545 door saloon, black, sliding head, brown leather, carefully used, excellent condition, taxed, terms, exchange, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 4041. (1561)

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Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

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£299—1939 Singer 9 Bantam saloon, reconditioned, 4-door, maroon, hide interior, reconditioned engine, chassis.—Gray Motors, 180-182, West End Lane, N.W.6. Hampstead 6490. (1055)

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GORDON CARS (LONDON), Ltd., the London Singer & distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

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S. SIMMONS OF CROYDON for all sports and vintage cars—
ESPINO-SUIZA (1936) 37.2 sedan de ville by H. Saoutchik of Paris, completely mechanically rebuilt throughout regardless of any monetary consideration, this is reputedly the ex-Madame Lupescu Hispano and is one of the most magnificent carriages ever conceived by a master craftsman.

HOTCHKISS 1946 Paris-Nice drop head, immaculate in every possible respect.

BENTLEY 4½-litre, rebuilt and re-registered 1938, at same time fitted new open 4-seater body, exceptionally nice looking Bentley, in really fine mechanical condition. £425.

PHOTOGRAPHS and details of the above cars will be forwarded upon request.

S. SIMMONS OF CROYDON, head Office, 101A, Tarnworth Rd., West Croydon. TEL. Croydon 1537. (5688)

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THE Northern Sport and RACING Car Specialists.

BUY and sell racing and sports cars of all types; specialists in vintage Bentley; write for lists and quotations.

J. BENTLEY & Co., Ltd.

110 Bold St., Liverpool.

ROYAL 6622, 'Grams Autocar, Liverpool. (6455)

R. & O. Motors offer—

£185—Riley 9 Gamecock sports 2-seater, taxed, black, good sound reliable sports car.

£150—Wolsey Hornet E & J 12hp open 12hp open sports 2 2-seater, British racing green, twin carburetors, knock-on wheels, etc.

£125—A similar ship Surbairne model 2-seater, low built sports car which does 35-40mpg, recently refurbed, crank reground, and in all about £200 spent on it by last owner.

£125—O.M. 2-litre 16hp open speed model 4-seater, 15 seater, taxed, pa-o-bone, completely overhauled and refurbed this year, in superlative condition, terrific performance and thoroughbred feel.

£140—Fraser-Nash 1½-litre Boulogne model sports 2 2-seater, really fast, ideal vintage motorcar in extremely sound order.

TERMS—R. & O. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Guliver 3578. (1251)

CHIPSTEAD MOTORS, Ltd.

OFFER the following in immaculate condition:—
B.M.W. 328 1933 s.c. 2.3, roadster 2-seater.

B.M.W. 328 late 1933 (with Type 55 engine) 2-seater.

CITROEN 12 1939 model saloon.

CITROEN 15 special 1948 saloon.

FIAT 500 1939 model coupé, reconditioned.

HOTCHKISS 1936-9-9, 2 saloons, one coupé.

ANCHIA Aprilis, 1938-9 English streamlined sports saloon, specimen.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.6. Faxman 0032 7253 7154. (9430)

CHARACTER CARS offer—

A SELECTION of vintage and sports cars, 2- and 4-seater for above average condition; please telephone for details of current stock, including:—

ALVIS 1953 2-4-seater, 1934 tourer.

ALFA-ROMEO 1929 1.500cc twin cam, blown, 2-seater.

ARMSTRONG SIDDELEY, 1936 17hp 2-door sports, man's saloon engine and gear box reconditioned by makers, exceptional chassis.

BENTLEY 1929 Red Label tourer.

BENTLEY 1929 4½-litre saloon, one owner.

ACONDA 1932 16-80 saloon, crash bus.

S.11 1935 saloon, one owner.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-125, Haydon Rd., Wembley, London, 6 W.14. Liberty 2400. (9752)

WINHEDON Underground, Buses pass our door. Open on week-days 9 until 7.

SPRINGBOO MOTORS offer—

1935 Riley Falcon 12hp, good condition and appearance. £195.

1938 B.S.A. Scout, in exceptionally good condition throughout. £295.

1937 Riley 12hp Adelphi, refurbed, rechromed, re-sprayed, perfect condition, fitted radio. £295.

141—143, Green Lane, Palmers Green, N.13. Tel. Boves Park 5740. (1601)

£350—Professionally built 1951, modified Morris 8 chassis and engine, alloy on tubular frame, 2-seater streamlined body, cellulosed blue, fawn leather upholstery, excellent performance and in p.g.—P. Dawson, Town Row, Southfield, Tulse Welle. (1667)

ROSE & YOUNG, Ltd. offer: Veritas Meteor, post-war 2-litre S.M.W. 1300mph 2-seater, import duty and purchase tax have been paid on this vehicle, exceptional condition. £1,475.—Sternhill Ave., Stratham Hill, S.W.2 (1 minute Stratham Hill Station). Tulse Hill 6464. (9612)

ANTHONY CROOK offer 1950 Le Mans replica Frazer Nash 2-seater, low mileage, hardy, fast, raced; 1947 team 2-seater special; £295; also the famous "Applewood" pre-war; barnard, £750.—Anthony Crook, Ltd., Caterham Hill, Surrey, Tel. 2232-3. (1646)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

PALMER'S MOTORS, Ltd.

1949 Vanguard saloon, black, red upholstery, H.M.V. radio, heater; £205; exchanges and repairs—55, York St., Twickenham, Pengepore 1800 (1524)

B. J. HUNTER, Ltd., offer—

1949 (Nov.) Vanguard saloon, fitted radio, heater, etc.; £205; exchanges and repairs—55, York St., Twickenham, Pengepore 1800 (1524)

B. J. HUNTER, Ltd., 22 Cricklewood Broadway, N.W.2, Tel. Gladstone 6305. (1676)

WARWICK WRIGHT, Ltd., offer—

1950 Standard Vanguard saloon, grey, grey leather, 5,000 miles. (1946)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. (1014)

JACK STONE & SON, the Standard specialists and stockists, offer—

1949 50 Vanguard grey saloon, push-button radio, heater, exceedingly low mileage, light super car, a genuine Stone bargain, £295, or £325 deposit balance 2 years; always a good stock of Vanguard estate cars and Austin A40 Countryman utilities; exchanges and free delivery—220, Upper Richmond Rd., Putney, Tel. Putney 1054-5, 2276-7. (1274)

CURDSON CARS (LONDON), Ltd.—1949 Standard Vanguard, choice of 3 from £275. (1374)

CURDSON HOUSE, 375, Euston Rd., London, N.W.1 Euston 9611. (1374)

VANGUARD (Aut. 1949), immaculate; £225—Phone 457, Holborn 3554; evening, Hendon 2523. (1549)

1949 Standard Vanguard saloon, excellent condition, 10,000 miles; terms, exchanges; £275. (1946)

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1, Euston 4466. (1946)

1950 Vanguard, 12,000 miles, leather, silver grey, bargain, £350—A.Z. Motors, Palmerston Rd., Mal. 4723-55. (17019)

1950 Standard Vanguard saloon, green, 14,000 miles, several extras; £1,050; hire purchase and exchanges arranged. (1946)

GOLLY'S GARAGE, Earls Court Rd., S.W.5, Fulham 0063. (15307)

1950 Standard Vanguard saloon, H.M.C. 5,000 Black, red leather, heater—H.C. Paul, Ltd., 52, Bruton Place, W. Mayfair 0912-2. (16522)

1950 Standard Vanguard estate car, 8,000 miles, immaculate condition—Sidney Marcus, Ltd., 55, Sloane St., S.W.1, Tel. Sloane 5567/6970. (13355)

1949 Standard Vanguard saloon, exceptional condition; £365—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Tem. 5568. (13309)

1950 Vanguard, grey, low mileage, leather; £1,025—Hendon Central Garage, Ltd., 24, Wyldford Way, Hendon Central, N.W.4, Tel. Hendon 1425-4. (19397)

1950 Standard Vanguard saloon, leather, exceptional condition; £275; 3 months' written guarantee—Brown's Garage, Loughborough (Essex) 4119. (13269)

1949 (August) Vanguard saloon, fitted H.M.V. push-button radio, splendid condition throughout; £1,050—Wembley Motor Motors, High Rd. Wembley, Arnold 5221-2. (19341)

1949 Standard Vanguard saloon, green-green front, one owner, very good order throughout, any inspection invited 3 months' guarantee; £250. (1946)

TRINITY CARS, Ltd., 114, Hyde, Wandsworth, Tel. Common, S.W.16, Wandyside 1166. (1412)

ROSE & YOUNG, Ltd., offer 1950 Standard Vanguard, very low mileage, fitted radio and heater, leather upholstery, spare unused, mayhem; £1,065—45-48, St. Nicholas Ave., Streatham Hill, S.W.2, 11 minute Streatham Hill Station; Tulse Hill 6464. (1724)

895 ems—Standard Vanguard (February 1951) saloon, champagne, H.M.V. radio, heater, one owner, small mileage, excellent condition, taxed, terms, exchanges; last open 9-7 week-days and Saturdays—Rusland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (15363)

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham. (1946)

CARRIE AUTO SALES, Ltd. Standard House, South End, Croydon, Tel. Cro. 6088-9. (10052)

TANKARD & SMITH, Ltd. offer the choice of many Standard cars, all subject to three months' written guarantee—106, Kings Rd., S.W.3, Tel. Fax 4401-5. (1099)

Standard Cars Wanted

C. M. THE CAR MART, Ltd., with to purchase Standard cars—180, Park Lane, W.1, Grosvenor 3434. (10791)

R. ROWLAND SMITHS, the Standard buyers, Hampstead High St. (Hampstead Tube), Ham. 0041. (10791)

A. S. NEW, post-war Standard required—25, Broadwater Court, W.2, Tulse Hill 1226 (day). (10791)

CASH immediately for good Standard—H. F. Edwards, 124, Gt. Titchfield St., W.1, Langham 0012. (14465)

1949 new Standard required; cash payment—Morley, 54, Streatham Hill, S.W.2, Tulse Hill 4402. (10791)

URGENTLY required, a good Standard Vanguard estate car—R. F. Edwards, 28, Upper High St., Epsom 5800. (1458)

Standard Cars Wanted

MARSTON MOTOR CO. Ltd., for your Standard—N.15, Tel. Sta. 5000—Seven Sisters Rd., Tottenham. (10181)

CASH buyers of low-mileage Standard 124, 146, Vanguard, distance no object—Huttons, Lord St., Salisbury, Tel. 2265. (19031)

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition—May. 3051. (16929)

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell—75, Manningham Lane, Bradford, Tel. 2667-74. (10216)

STARLINE MOTORS, 105, Cricklewood Broadway, S.W.2, require modern Standard cars in really good condition, cash or exchange, Tel. Oia. 2460. (19431)

IF your car is in London and is a post-war model it can be seen and purchased within an hour of phoning Mayfair 7554, the London Buying Office of Lamb, Ltd. (Woodford, Essex), Slough House, 16, Berkeley Street, W.1. (15526)

Standard Spares and Service

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models, manufacturers' largest stockists in Britain for spares and service exchange Distributors—Standard & Triumph Sales, Ltd., London, St. John's Wood, N.W.8, Maids Vale 9114 110 lines. (12901)

STANDARD spares and replacement units—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2, Tel. 29430. (12901)

STANDARD and Triumph spares—Post your enquiries to Northwood Motor Co. (Distributors), Northwood Rd., Margate, Tel. Thanet 2005. (12901)

STANDARD and Triumph spares and service, replacement units—W. T. Richards (Bexleyheath), Ltd., 74-75, Broadway, Bexleyheath, Tel. 1666-7. (10219)

STANDARD spares, all models from 1939; replacement units; complete overhaul, reconditioning—Purkiss, Ltd., Alexandra Terrace, Guildford, Tel. 5391. (12000)

STANDARD spares for all models, largest provincial stockists—Millingtons Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive Colwyn Bay, Llandudno, Tel. 4550. (10559)

SPARE parts by return of post: quote commission number of car when ordering—Whiteley Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 5446. (10475)

BROCKFURST GARAGE—Harrow agents for Standard and Triumph, motor service spares, reconditioned Grimsby 561. (10235)

LANKESTER END. CO. Ltd. (distributors in Surrey only), orders dispatched immediately—38-48, Eden St., Kingston, Tel. 5151-4. (10236)

K. J. MOTORS, Ltd., have available for immediate delivery, reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years—137-149, Widmore Rd., Bromley, Kent, Rav. 3456-7-8-9. (10236)

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1935 onwards, guaranteed three months; Gliding Road stockists, Arcadia Ave., Finchley, N.5, Finchley 5006-9. (10236)

SIMPSON'S MOTORS offer—

1948 Studebaker Commander, electrically operated headlamps, accessories, for full list see under American Cars. (17419)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. (17419)

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. The American Car Specialists. (10791)

URGENTLY required all models Studebaker, Tel. Wembley 8691-2. (10791)

Standard Spares and Service

COMPLETE CAR SERVICE, Ltd., for personal attention to your Standard—Tulse Hill 4505. (10515)

SUNBEAM-TALBOT

CAR MART, Ltd.

1950 Sunbeam-Talbot 20 saloon, 6,000 miles; £1,175. (1531)

1950 Sunbeam-Talbot 20 saloon, 11,000 miles; £1,125—Car Mart, Ltd., 330, Euston Rd., N.W.1, Euston 1212. (1531)

BROOKLANDS for individuality.

1950 series Sunbeam-Talbot 20 saloon, speedometer reading 4,000. (16699)

1949 Sunbeam-Talbot 20 saloon, speedometer reading 11,000. (16699)

103 New Bond St., London, W.1, Mayfair 851-6. (16699)

HAROLD RADFORD & Co., Ltd.

1950 (May) Sunbeam-Talbot 20 saloon, black with brown leather upholstery, two owners, fitted with radio, heater and loose covers, speedometer reading 16,000 miles in excellent condition. (1495)

HAROLD RADFORD & Co., Ltd., Melton Court, 15 South Kensington, S.W.7, Tel. Kensington 6642. (1495)

1950 Sunbeam-Talbot saloon, 6,000 miles, 4-door, work, Ltd., Winchester, Winchester 4834. (1255)

SUNBEAM-TALBOT

WARWICK WRIGHT, Ltd., offer—

1950 Sunbeam-Talbot 20 saloon, black, beige leather, 5,000 miles. (1014)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. (1014)

BUY SALMON AUTOMOBILES, Ltd., offer—

1950 Sunbeam-Talbot 20 coupe, genuine 10,000 miles; £1,205. (1947)

1950 Sunbeam-Talbot 20 drop head coupe, 10,000 miles, indistinguishable from new, £1,250—Furthmuth Rd., Thames Ditton, Esher 5551-2-3. (1947)

PHOENIX MOTOR CO. (SURREY), Ltd., offer—

1950 (October) Sunbeam-Talbot 20 saloon, black, brown leather upholstery, 7,000 miles only, exceptional throughout, offered at £100 under current list price; £1,250. (1678)

PHOENIX House, High St., Sutton, Surrey, Vigilant 1121-4. (1678)

1939 Sunbeam-Talbot 10hp saloon, bronze, overhauled, attractive condition; £375. (1967)

BRIDGE MOTORS, Church St., Rickmansworth, Tel. Rickmansworth 2564. (1967)

1950 Sunbeam-Talbot 20 convertible coupe, black, one owner only since new, 10,000 miles only, exceptional throughout, offered at £100 under current list price; £1,250. (1294)

GARAGE SERVICE CO., Hoop Lane, Golders Green, N.W.11, Speed 4545. (1294)

SUNBEAM-TALBOT 20 coupe, 1950, immaculate condition—Offers to Box 58, Smith's Library, Newton Abbot. (1193)

3300 miles—1950 (Nov.) Sunbeam-Talbot drop head four-door coupe, leather upholstery, £1,285. (1385)

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1, Regent 1185. (1385)

CAMDEN MOTORS—Sunbeam-Talbot 10hp sports car, 1939, black, beige leather, fitted radio, speedometer all-round condition; £495. (1946)

CAMDEN MOTORS—Sunbeam-Talbot 10hp sports car, 1939, fitted works-rear engine, July this year, outstanding mechanical order; £545. (1946)

CAMDEN MOTORS—Sunbeam-Talbot 10hp drop head four-door, 1939, satin bronze, red leather, fitted heater, dual windscreen, 11,000 miles, light property elderly lady, never overdriven or harshly treated, excellent condition; £550. (1946)

CAMDEN MOTORS—Sunbeam-Talbot 10hp sports car, 1939, original dark blue finish, recent £70 overhaul to engine and box; £525. (1946)

CAMDEN MOTORS—Sunbeam-Talbot 10hp sports car, 1939-50, silver grey with red leather, coachwork exceptionally good for a pre-war car, ivory and economical little engine; £450. (1946)

CAMDEN MOTORS—Sunbeam-Talbot 10hp sports car, 1940, identical to 1948 model, one owner, silver, moderate mileage; £635. (1946)

CAMDEN MOTORS—Sunbeam-Talbot 10hp sports car, 1940, immaculate metallic grey, condition virtually unmarred, radio, etc.; £650. (1946)

CAMDEN MOTORS—Sunbeam-Talbot 10hp sports car, 1940, immaculate metallic grey, condition virtually unmarred, radio, etc.; £650. (1946)

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds, Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Free delivery anywhere in the United Kingdom. Papers returned to purchasers from any part of the country. Showrooms open till 7 p.m. Closed Dec. 24, 25 and 26. (1612)

1950 (Sept.) Sunbeam-Talbot 20 saloon, finished in grey with grey upholstery, fitted heater, 9,000 miles, £1,585; terms, cash or hire purchase. (1612)

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St., off The Moor, Sheffield, 1, Tel. 24687. (1612)

1950 (July) 20 saloon, one very careful owner, fitted H.M.V. radio, heater, etc.; £1,465—High Rd., S.W.16, Wandyside 1166. (1612)

1946 Sunbeam-Talbot 10hp drop head four-door coupe, exceptional condition; £295; 3 months' written guarantee—Brown's Garage, Loughborough (Essex) 4119. (13269)

1951 model 2½-litre Mark II Sunbeam-Talbot 20 saloon, grey, became Covenant free on 8/1/51, 12,000 miles, fitted with heater, £1,350—Appy Primrose Garage, Aberystwyth. (1446)

1950 (May) Sunbeam-Talbot 20 saloon, bronze, with red leather upholstery, radio and heater, guaranteed, 15,000 miles, as new; £1,225; 3 months' written guarantee; last open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1446)

1950 Sunbeam-Talbot 20 saloon, grey, fitted with following extras, H.M.V. push-button radio, heater, one owner since new, 11,000 miles, £1,350—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5411-2. (16019)

TANKARD & SMITH, Ltd., offer 1949 Sunbeam-Talbot 20 saloon, in black with brown leather, one private owner since new, moderate mileage only, very clean car; £965; 3 months' written guarantee. Also 2000 cc. imported used cars of all makes—108, Kings Rd., S.W.3, Tel. Faxman 6021-3. (1386)

£575—Magnificent Sunbeam-Talbot 10hp sports car, 1939, chassis genuine 1939, having had £100 spent on it recently including reconditioning engine, this vehicle literally looks and runs like 1948 model, we recently sold for £600 this is the only example we have had; 3 months' guarantee; hire purchase available. (1386)

LAMES OF WOOD GREEN, Finchley Showrooms, 1421, High Rd., Finchley, N.12, Fin. 6221. (1602)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Sunbeam-Talbot Cars Wanted

R ROOTS.
D DISTRIBUTORS.
R REQUIRE modern low-mileage Sunbeam-Talbot cars
I RIMINGHAM—Lower Temple St. (Central 9411).
M MANCHESTER—129, Densgate. (Blackfriars 6977).
M MAIDSTONE—(Maidstone 3333).
C ANTERBURY—(Canterbury 3232).
R ROCHESTER—(Chatham 2231).
W WROTHAM Heath—(Borough Green 43).

R ROOTS, Ltd., Devonshire House, Piccadilly, W.1
 Tel. Grosvenor 3401.

R ROWLAND SMITH'S, the Sunbeam-Talbot buyers—
 R Hampstead High St. (Hampstead Tube). Ham
 6041. (10990)

C ASH buyers of low-mileage Sunbeam-Talbot 10 and
 2-litre, distance no object.—Huttons, Lord 65.
 Southport. Tel. 2260. (10602)

C RIPPES of Nottingham, urgently require all recent
 models of Sunbeam-Talbot cars.—H. Rippes & Co.,
 Ltd., The Sunbeam-Talbot Distributors, Parliament St.,
 Nottingham. Tel. 40931. (10602)

B IRMINGHAM and Midlands.—Low-mileage Sun-
 beam-Talbot modern cars required by George
 Heath, Ltd., 120-124, Newhall St., Birmingham, and
 Lower Temple St., Birmingham. 2. (10069)

S unbeam-Talbot Spares and Service
 North and Central London.

C ATTERMOLES (GARAGES), Ltd., for Sunbeam-
 Talbot spares, sales and service.—79-83, Pentonville
 Rd., N.1. Terminus 1001-7. (10952)

R F. FUGOLE, Ltd.
T ALBOT 110, fitted with James Young sports saloon,
 serviced by new chassis recently recom-
 mended throughout, new tyre fitted, black interior
 and hide. £575. (10602)

1938 Thrupp & Maberly, guaranteed mileage
 under 30,000, coachwork and chassis 1930.
R F. FUGOLE, Ltd., Bushier Heath, Hert. Tel.
 1845. (19037)

T albot Cars Wanted
R ROWLAND SMITH'S the Talbot buyers—Hampstead
 High St. (Hampstead Tube). Ham. 6041. (10991)

P RESELECTOR gear boxes.—E. A. Engineering, 35,
 Grant Rd., Addiscombe 2911. (10762)

D ICES.
1948 (November) Triumph 1800 saloon, superior
 condition. £1,075.
D ICKS CAR SALERS, Ltd., 355-401, High Rd., Kil-
 burn, Maida Vale 6989-9. (10656)

C AR MART, Ltd.
1950 31 Triumph Mayflower saloon, 6,000 miles;
 £1,115.
1950 Triumph 2000 Rover saloon, heater, 2,000
 miles, £1,475.—Car Mart, Ltd., 150, Park
 Lane, W.1. Grosvenor 3434. (11350)

P LITE MOTORS offer:—
1949 Triumph 2000 razor-edge saloon, black with
 beige leather interior, excellent condition
 and mechanical condition, one owner, £995.
P LITE MOTORS, 521-561, Gurnett Lane, Tooting
 Broadway, Tel. Balham 2474 (4 lines). (11505)

C HARLES POLLETT, Ltd.
S PECIAL offer, 1950 Triumph Renown saloon, sum-
 meral, grey leather, heater, one owner, 26,000 miles,
 serviced and guaranteed, has to be seen for condition
 to be appreciated. £1,275.
18 Berkeley St., W.1. May. 6266. (10919)

S ERVICE Works and Stores, Barnside Yard off Egin
 Ave., W.9. Cunningham 5936-8. (10919)

L AYTONS OF OXFORD offer:—
£1075—1948 (late) Triumph razor-edge saloon,
 in first-class condition, one owner since
 new, finished in black with light brown leather; terms
 over 24 months if required at one-quarter deposit.
L AYTONS OF OXFORD (MOTORS), Ltd., New Rd.,
 Oxford. Tel. 3581. (11220)

R OSE & YOUNG, Ltd., offer:—
1950 Triumph Renown saloon, excellent condition,
 fitted H.M.V. radio and heater, summeral
 finish. £1,125. (11329)

1949 Triumph 2000 Roadster, exceptional condition,
 interior out, finished champagne, £695—
 65-69, St. John's Ave., Streatham Hill, S.W.1 (3 minute
 St. John's Hill Station.) Tube Hill 6464. (1953)

H A. SAUNDERS, Ltd., offer:—
1950 Triumph Renown saloon, grey with grey in-
 terior, 10,000 miles, £1,295.
836—842, High Rd., N.12. Hillside 0024. (11664)

M ANN EGERTON & Co., Ltd., offer:—
1950 Triumph Renown, maroon, beige leather up-
 holstery, heater, 6,000 miles, £1,475.
14 Berkeley St., London, W.1. Regent 2073. (11444)

H A. SAUNDERS, Ltd., Radlett, Herts.
1949 Triumph 1900 saloon, 22,000 miles; £1,050—
 Tel. Radlett 5167 and 5849. (10903)

G UY BALMOR AUTOMOBILES, Ltd., offer:—
1949 Triumph 2000 Roadster, grey; £1,095—
 Portsmouth Rd., Thames Ditton, Ember-
 tronk 5551-3-5. (10918)

D. J. SHEPHERD & Co. (KENFIELD), Ltd., offer:—
1947 Triumph 1800 Roadster, polychromatic grey,
 blue interior, fitted radio, twin carburetors,
 twin spotlights, etc., condition immaculate, taxed; £875.
**D. J. Shepherd & Co. (Banstead), Ltd., 485, Hatfield
 Rd., Enfield, Herts. 1481. (12298)**

1949 Triumph 2000 Roadster; terms; exchange;
 £1,025.
G EORGE NEWMAN & Co., 569, Euston Rd., N.W.1.
 Euston 4466. (19489)

G ORDON CARS (LONDON), Ltd.—1950 Triumph
 Renown saloon, £1,375.
G ORDON CARS (LONDON), Ltd.—1950 Triumph
 Mayflower saloon; £1,125.
G ORDON CARS (LONDON), Ltd.—1949 Triumph
 2000 saloon; £1,250.
G ORDON CARS (LONDON), Ltd.—1948 Triumph
 1800 Roadster; £935.
G ORDON House, 373, Euston Rd., London, N.W.1.
 Euston 6611. (1372)

TRIUMPH R.E. saloon, black, moderate mileage, good
 tyre, H.M.V. radio; £985.
**E. & F. GARAGE, Ltd., 33, Victoria Rd., Warrington.
 E. 614. (10792)**

1950 (Nov.) Triumph Mayflower saloon, radio,
 under 2000 miles, excellent as new; £1,295.
R IPOLO Ltd., 18, Alhemarie St., Mayfair, W.1. Regent
 2052-3-4. (1154)

1950 (Aug.) Triumph Renown, 6,000 miles.—Ernest
 Sutton, Tel. Route 4 (trunk only). 1952S
TRIUMPH Super 7, good condition, taxed and in-
 sured, owner going abroad; £70.—Underhill 181.
 (11507)

1947 Triumph razor-edge saloon, black red leather
 upholstery, excellent condition throughout.
B ICKETT MOTORS, Ltd., 72-74, High Rd., South
 Woodford, E.10. Buckhurst 5745. (11572)

1949 Triumph 2000 Renown saloon, grey, grey
 leather, excellent condition, 20,000 miles,
 fitted radio.
T ICKFORD, Ltd., 6, Upper St. Martin's Lane, W.C.2.
 Temple Bar 5334. (11507)

1950 Triumph Mayflower, black, 7,000 miles;
 £1,100.—C. A. Peto, Ltd., 42, North Audley
 St., W.1. M.V. 5581. (1772)

F. F. DOVE offer 1950 Triumph Renown saloon, Er-
 nest Sutton, Tel. Route 4 (trunk only). 1952S
TRIUMPH Super 7, good condition, taxed and in-
 sured, owner going abroad; £70.—Underhill 181.
 (11507)

1949 Triumph 2000 Renown saloon, metallic grey,
 8,000 miles.—C. A. Peto, Ltd., 42, North Audley
 St., W.1. M.V. 5581. (1772)

1950 Triumph Renown saloon, 8,000 miles.—Ernest
 Sutton, Tel. Route 4 (trunk only). 1952S
TRIUMPH Super 7, good condition, taxed and in-
 sured, owner going abroad; £70.—Underhill 181.
 (11507)

1949 Triumph Roadster, 2,000 grey, one careful
 owner since new, excellent condition, spare
 unused; £1,000.—Box 5745. (10625)

1950 Triumph Mayflower, 5,000 miles, immaculate
 condition; £1,050.—Sidney Marcus, Ltd., 33,
 Sloane St., S.W.1. Tel. Sloane 3557-6970. (10657)

1950 (April) Triumph Renown saloon, maroon and
 beige leather upholstery, one owner, fitted
 heater, speedometer 6,400, immaculate condition; £1,450.
J OHN CAMPBELL MOTORS, 415, Holloway Rd., N.7.
 North 4441. (16066)

1950 Triumph Renown, 15,000 miles, as new;
 £1,350.—Mayflower's Cars (London), Ltd., 372,
 Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines).
 (11447)

1949 (May) Triumph 2000 Roadster, 2,000 miles;
 green, spare unused; £1,150.—L. F. Dove,
 111-115, Addiscombe Rd., Croydon, Addiscombe 1674.
 (10674)

1950 Triumph Renown saloon, maroon, leather
 upholstery, tailored knee covers, 6,300 miles,
 like new; £1,400. Note purchase and exchange ar-
 ranged.
G RABBIT'S GARAGE, Bar's Court Rd., S.W.5.
 G. Probstner 0053. (18308)

1950 Triumph Renown, low mileage, chauffeur-
 legs, immaculate condition, £1,450.—Sidney
 Marcus Ltd., 33, Sloane St., S.W.1. Tel. Sloane
 3557-6970. (18171)

1950 Triumph Renown grey saloon, 14,000 miles,
 fitted with heater, immaculate condition;
 £1,500 or near offer.—Apply, Primrose Garage,
 Aberystwyth. (11146)

£70—1981 Triumph 6 saloon, reconditioned engine,
 4 new tyres, very good coachwork for year—
 Brookside Motors, 102, High Rd., Uxbridge, Tel. 186.
 10 a.m.-7 p.m. (18705)

895—1981 Triumph 6 saloon, reconditioned engine,
 4 new tyres, very good coachwork for year—
 Brookside Motors, 102, High Rd., Uxbridge, Tel. 186.
 10 a.m.-7 p.m. (18705)

395—1981 Triumph Dolomite (December 1951)
 14-60hp 4-door sports saloon, black, slatted
 head, 1951 condition, very low mileage, 12,000
 miles; list open 5-7 week-days and Saturday.
R OWLAND Smith Hampstead (Hampstead Tube). Hamp-
 stead 6041. (1953)

L. F. DOVE offer:—1949 Triumph Roadster, 8,000
 miles only, perfect condition, green with green
 upholstery, £950.—69, Broadway, Wimbledon, S.W.1.
 Liberty 5456. (11297)

1949 (Nov.) Triumph 2000 razor edge saloon, grey,
 £1,185.—Holborn Central
 Garage Ltd., 44-46, Watford Way Hendon Central
 N.W.4. Tel. Hendon 1425-4. (16497)

1950 (October) Triumph Renown saloon, black,
 beige leather, 12,000 miles, in excellent
 Modern Service (Wimbledon) Ltd., High St. Wimbledon,
 S.W.19. Wimbledon 2262. (11285)

£445—Sept. 1951, Triumph 14hp Dolomite,
 black with green leather upholstery, re-
 cently recoloured; terms exchange.—O. S. Hall Ltd.,
 302, King St., W.6. Riverside 2861. (19562)

TRIUMPH 1800 razor-edge saloon, 1946, recoloured
 metal, grey heater, new battery, in excellent
 condition; £600.—Walter Service Garage, 1-2, Dorset
 Mews, Wilton St., S.W.1. Slo. 7259. (1194)

1949 Triumph razor edge saloon, 14hp four for-
 ward cars, black heater, green leather upholstery,
 immaculate condition, carpets and upholstery un-
 worn; £1,275.—Tottle, Bristol Rd., Bridwater. (10954)

TRIUMPH

1948 Triumph 1800 razor-edge saloon de luxe,
 £200 recently spent on overhaul, exceptional
 condition, £895, 3 months warranty.—Brown's
 Garage, Loughton (Essex) 4119. (Tube). (11532)

1950 (October) Triumph Mayflower saloon,
 maroon beige leather, radio, heater, loose
 covers, one owner, 8,000 miles, exceptional condition; 3
 months' guarantee, any inspection; £1,015.
T RINITY CARS, 30, North Side, Wandsworth
 Common, S.W.18. Vandyke 1166. (11408)

1951 Triumph Renown saloon, 5,000 miles, heater,
 screenwiper, washable, as new, £1,555
 or offer.—Woffenden, Syon Court, Maidenhead, nr.
 Bristol. Tel. Bristol 27009 or Alton 205 (evening).
 (11119)

1949 (Aug.) Triumph 2000 Roadster, mileage
 25,000, guaranteed, 100 b.h.p., new tyres,
 screen washers, two fog lamps, numerous extras, abso-
 lutely as new throughout, any exam. or trial; price
 £1,150.
N EWCASTLE (STAFFS) MOTOR CO., Ltd., Bruns-
 wick St., Newcastle, Staffs. Tel. 6646-7. (11150)

1950 (Oct.) Triumph Mayflower saloon, black,
 fawn leather, 3,700 miles, as new condition
 throughout; £1,025, complete condition, mileage and
 price.—John S. Truscott, Ltd., 173, Westbourne Grove,
 Bath. 4274. (11473)

1939 (June) Triumph Dolomite 2-litre Roadster
 coupe, blue, chromium, blue leather, loose
 covers, black disc, luxuriously equipped, immacu-
 late and sparkling car with delightful drive, out-
 standing lines, thoroughly recommended; written
 contract, £245, terms.—J. Edwards,
 154, Gt. Titchfield St., W.1. Langham 0012. (11455)

C AMDEN MOTORS.—Triumph Gloria special 10hp
 4-seater sports tourer, one of the smartest pre-war
 sports models we have seen, appearance and lines very
 much in advance of its year, maroon cellulose, bright
 and clean, all the usual trimmings, four door, remote
 control synchromesh gear change, 8-1/2" hand
 brake, optional free wheel drive gear change, 100
 on long runs, knock-on wheels, large tyre flexible alloy
 wheel, built-in jacks, etc., equipped with special
 series 1600 carburettor, the performance is remark-
 able for a 10hp car, hood and tyres in good con-
 dition, exceptional value at £1,000.
C AMDEN MOTORS.—Triumph 2000 razor-edge saloon
 (May 1949), in beautiful all round condition,
 sparkling black finish with beige leather, Royce
 tailored grey seat covers, radio, pastilights, etc., main-
 tained by main distributors every 2,000
 miles, service charges and taxes paid, £1,400.
C HOICE of two others, one black, one maroon.
C AMDEN MOTORS.—Triumph 2000 Roadster (August
 1949), with bronze, excellent all round condition,
 moderate mileage, engine just checked in our work-
 shop, unrepeatable at £915.
C AMDEN MOTORS.—Lake St., Leighton Buzzard,
 C. Beds. Tel. 2041 (5 lines). Write for post-free
 catalogue, nearly 300 cars ready for inspection and
 purchase, hire purchase facilities, part exchange, and
 delivery anywhere in the United Kingdom; fares refunded
 to purchasers from the country; showrooms
 open till 7 p.m. from Monday to Saturday. Closed
 Dec. 24, 25 and 26. (11619)

Triumph Cars Wanted

C THE CAR MART, Ltd., wish to purchase Triumph
 cars.—330 Euston Rd., N.W.1. Euston 1213.
R OWLAND SMITH'S, the Triumph buyers, Hamp-
 stead High St. (Hampstead Tube). Ham. 6041.
C ASH immediately for good Triumph.—H. F. Edwards,
 154 Gt. Titchfield St., W.1. Langham 0012. (11466)

A LKOTY new Triumph required, cash payment.—
 Morley, 54, St. John's Hill, S.W.2. Tulse Hill 481.
M ARSTON MOTOR CO., Ltd., for your Triumph—
 118, Gt. Sta. Road, 1000-1000, Hammersmith Rd.,
 W.12. (10119)

C ASH buyers of low-mileage 1800 and 2000 Triumphs
 £1,000 no object.—Huttons, Lord 65.
C ASH P.P.M. Ltd., 42, North Audley St., W.1. currently
 in first-class condition.—May 951. (10904)

T your car is in London and is a post-war model
 it can be seen and purchased within an hour of
 phone, Mayfair 7654, the London Buying Office of
 Leans, Ltd. (Woodford, Essex), Slough House 10.
 Berkeley Street W.1. (11354)

Triumph Spares and Service

S & T
S TANDARD & TRIUMPH SALES, Ltd.—Service and
 stocks in Britain of spares and service equipment
 for Standard & Triumph cars.—Standard & Triumph
 Distributors, Junction of Boundary Rd. and Albany
 St. John's Wood N.W.2. Maida Vale 9114 (10 lines).
B EILE BOY, Ltd.—Triumph cars, complete stock
 wholesale and retail.—181 Gt. Portland St.,
 Lancham 7153.

T RUMPH spares for all post-war models, largest
 provincial stockists.—Hillside Road Automobiles, Ltd.,
 141, St. George's (Tel. 4484) and Prince's Drive, Chesham
 (Tel. 3322). (10553)

UTILITY CARS

J ACK STONE & SON offer:—
1950 Vanguard utility comfortable 6-seater, as
 new, new 1950 Bradford Junette 4.5-seater de
 luxe utility 1948 Ford 10hp Martin Van, 1947 Van
 14 5.6-seater; 1947 Bradford Junette 5-seater, cash,
 1946 purchase and exchange—221, Upper Rich-
 mond Rd., Putney, Tel. Putney 1054-5 2276-7. (11275)

H AROLD RADFORD & Co., Ltd.
1949 (Sept.) 1949 Bradford utility, colour green,
 fitted with four de luxe seats, speedometer
 11,872 miles, in good condition.
H AROLD RADFORD & Co., Ltd., Melton Court,
 South Kensington, S.W.7. Tel. Kensington 6642
 (5 lines). (11449)

P HILIP RICKARDS, Ltd., offer:—
H ILLMAN utility 1944 chassis, rebuilt 1948 features,
 fawn, 9,000 miles.—4, Priek St., Park Lane,
 London, W.1. Grosvenor 4772-3. (11146)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall from 1937 onwards. Write 6601-2.

CASH buyers of low-mileage Vauxhals and Vauxhals. Vauxhals, distance no object.—Hutton, Lord St. Southport. Tel. 2268.

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Eves. 0083. (0479)

LAWSON PIGOTT MOTORS, Ltd. (Vauxhall sales/service), want pre- and post-war Vauxhalls, all models—500-2, King St., Hammersmith, W.6. Tel. Riverside 4111 and 4061. (1970)

URGENTLY required, post- and pre-war Vauxhalls: cash immediately.—Hutton Motors (Ld.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London. W.2. Call, write or tel. Paddington 0022. (0699)

BROADWAY MOTOR CO. want the best Vauxhall! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Dept., at 3-15, Russell Rd., Wimblish, S.W.19, Liberty 2434. (0622)

Vauxhall Spares and Service
C.A.C.
CROYDON AUTOMOBILE COMPANY, Ltd.

Vauxhall-REDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Redford electric, dynamo, starters, distributors etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at 10, 12 and 14hp. Bedford House, 360-368, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). (0085)

TRIANON.
TRIANON—Gear boxes, recommended units on exchange plan, for all 10, 12, 14, 25hp and BYC cash deliveries.

TRIANON—Superior units, exchange or outright sale immediate deliveries; our recommended units are complete with Kingslip and include shock absorbers, 5 months' guarantee, available for 10, 12 and 14hp. DX and J types.

TRIANON—Priced at all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty, your enquiries invited.

TRIANON—Spares, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from Vauxhall.

TRIANON, Aerodrome Rd., Watford Way, Hendon. N.W.4. Hendon 7095-6. (0137)

BROADWAY MOTOR CO.
W.F. specialise in service replacement units for Vauxhall 10, 12 and 14hp etc.

GEAR boxes, differential units, front suspension units, engine, etc. for Vauxhall spares.

BROADWAY MOTOR CO., 2-15, Russell Rd., Wimblish, S.W.19. Liberty 2434-5-6. Stores: Liberty 4368. Grams: Aerodrome Rd., Watford Way, Hendon.

EGHAM MOTOR CO. for Vauxhall cars, spares and service.—Egman By-pass, Egham 151. (0796)

J.M. MOTORS, Ltd.—Replacement engines and vans and stocks of all spares and accessories available for immediate delivery.—137-149, Widdow Rd., Bromley. Kent. Rav. 1456-7-8-9. (0044)

RECONDITIONED exchange equipments (complete pairs) 10, 12, J, 115 10, DX, 117 10, 25hp, 232; also for Bedford, complete gear boxes, shock absorbers, trade discount.—Tarrant & Framer, 10, Winchester, Wex. N.W.3. Tel. 6130. (0044)

VETERAN CARS
WELHAM, Veteran Cars Specialist, Surbiton Hill Rd., Surbiton. Elmbridge 1675.—Buy and sell pre-1914.

VOLKSWAGEN
VOLKSWAGEN 1949, one owner, perfect condition; £435.—G. & S. Motors, Bayswater 1644. (1934)

VOLKSWAGENS bought and sold.—G. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. (1934)

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Sole distributors for Great Britain. Sales, service and spares. (0078)

VOLKSWAGEN 1947 r.h.d., excellent order; £425.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184. 10 a.m.-7 p.m. (1927)

VOLKSWAGEN wanted in good condition. Tel. Valence 3098. (1914)

VOLKSWAGEN required, must be in good condition.—Woods, Brookside, Aconia Rd., Slaine, Middlesex. Tel. Slaine 2340. (1891)

WOLSELEY
EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1950 Wolseley 6/80 saloon, maroon, 6,000 miles, in very fine condition.

1950 Wolseley 4/50 saloon, black, 3,500 miles, in outstanding condition.

1946 Wolseley 15hp saloon, black, brown upholstery, carefully used, one owner.

LOW mileage Wolseleys, should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (FAXMAN 8181).

DICKS.
1948 Wolseley 2 saloon de luxe, roomy 4-door de luxe, high performance, £390.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6988-9. (1837)

HAROLD RADFORD & Co., Ltd.
1949 Wolseley limousine, first reg. 1950, speedometer reading 19,000 miles, with division and two forward gears, excellent condition, black, in immaculate condition, one owner.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (10 lines). (1968)

H. A. SAUNDERS, Ltd., Radlett, Herts.
1950 Wolseley 4/50, mileage 12,000, £1,150.—Tel. Radlett 6167 and 5429. 2518

WARWICK WRIGHT, Ltd., offer:—
1950 Wolseley 6/80 saloon, maroon, brown leather, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 8761. (1846)

H. A. SAUNDERS, Ltd., Radlett, Herts.
1950 Wolseley 6/80, mileage 10,000; £1,400.—Tel. Radlett 6167 and 5429. (1846)

GORDON CARR (LONDON), Ltd.—1950 Wolseley 6/80 saloon; £1,295.

GORDON CARR (LONDON), Ltd.—1950 Wolseley 4/50 saloon; £1,175.

GORDON CARR (LONDON), Ltd.—1949 Wolseley 4/50 saloon; £885.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611.

1950 Wolseley 6/80 saloon, 1,600 miles, genuine, grey-brown leather, one owner.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. WIMBORNE 201-2. (1740)

1947 Wolseley 15hp, black, brown leather upholstery, immaculate condition; £795.

A CRIB AUTO, Ltd., 10 & 11, Acot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham Underground. Tel. Maccusay 228 and 2212. (1740)

1939 Wolseley 10, grey with blue leather, 1939 heater, whole car in outstanding condition.

PETER BANTICK CAR SALES, 104, High St., Chichester, W.3. 253-9.

BEARDS, of Kingston, Wolseley distributors.—Sales, repairs and repairs.—102, London Rd., Kingston. Tel. 10083.

1936 Wolseley 12hp saloon de luxe in remarkable condition throughout, original in every detail; £2,100.

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common, Battersea 5375.

1948 Wolseley 12, green, brown interior, 1948 covers, radio, heater, one owner, upholstery immaculate.

BENNETT MOTORS, Ltd., 654-656, Mile End Rd., E.3. Advance 1517. (1291)

1948 Wolseley 6 saloon, in fine condition; £685.—R. & S. Promaline 1629. (0765)

1949 (Nov.) Wolseley 6/80 saloon, 11,000 miles.—R. & S. Promaline 1629. (0765)

1950 Wolseley 4/50, finished in black with brown upholstery, fitted radio and heater, 11,400 miles by one careful owner; £1,150.

R. C. WIMBORNE, Ltd., 512, Earls Court Rd., London, S.W.5. Promaline 1629. (0755)

£395—1939 Wolseley 21 4-door de luxe saloon, 4/50 special condition.—C. A. P. Motors, 130 Clapham Rd., S.W.4. Reliance 2845-6. (1000)

1950 (Oct.) Wolseley 6/80, perfect cond., unmarked, under 12,000 miles, heater; £1,300.

L. P. DOVE offer: 1989 Wolseley 10 saloon, black, brown upholstery, superb condition; £465.—68 Broadway, Wimblish, S.W.19. Liberty 5463. (1078)

WOLSELEY limousine, 25hp, 1936, blue/black, 42,000 miles, one owner; £650, or near.—Vig-Keston High St., W.14. Western 6631. (1600)

1949 Wolseley saloon 4/50, fitted radio, heater, seat covers, small mileage, taxed; £550.—Dalston Motors, 517, Kingsland Rd., Dalston. E.8. Clissold 4943. (1090)

£1095—1950 Wolseley 4/50 saloon, beige brown leather, H.M.V. radio, heater, 5,000 miles, 1949 chauffeur kept.—Woking Motors (Maybury Hill), Ltd. Woking 1925. (1526)

1936 21hp Wolseley saloon, crank reground, taxed, sale and broken overhauled, 2 new tyres; £285.—Burnham Motors Shomp Rd., Burnham, Bucks. Tel. 1199. (1199)

£169—Wolseley 9 4-door saloon de luxe, immaculate condition.—G. P. (Belham), Ltd. 2c, Belham Hill, S.W.12 (100 yards Clapham South Tube). Bath, 1107-8-9. (1545)

1937 Wolseley 14 de luxe saloon, one owner from new, good tyres, excellent condition, taxed; £325.—Dalston Motors, 517, Kingsland Rd., Dalston. E.8. Clissold 4943. (0679)

1937 Wolseley 10 saloon, guaranteed, £115. 1935 Wolseley Daytona coupe, 1180; payments.—Ozdays, 566, Kensington High St., W.14. Western 6631. (1600)

JACK ROSE, Ltd., offer: 1950 (June) Wolseley 6/80 J 4-door saloon with extra dark blue, 10,000 miles, one owner, except £1,170.—Jack Rose, Ltd., Stafford Rd., Wallington Surrey. Wallington 6677-8. (1043)

BRITONS, Ltd.—Wolseley 12 saloon, 1938 model, 1938 reg. 1949, 12,000 miles, blue interior, 1949 reconditioned engine, superb order; £595.—15/14 Oulton News, Emperor's Gate, S.W.7. Western 1242 (8850)

1938 Wolseley 14 saloon, reconditioned engine late nearly new tyres, £425; terms, exchange.—H. Rose The Lynch Garage, Oldenide, Middx. Tel. Evesham 122. (1968)

£595—1939 Wolseley 25, one owner, must carefully used, black with green hide upholstery, very low mileage, definitely in post-war condition; terms, exchange.—G. H. Hall, Ltd., 502, King St., W.6. Riverside 3151. (1541)

£220—1935 Wolseley 10 4-door de luxe, original paintwork, etc.; also 1936 Wolseley 14, immaculate condition; £225.—G. P. (Belham), Ltd. 2c, Belham Hill, S.W.12 (100 yards Clapham South Tube). Bath, 1107-8-9. (1546)

365 gns.—Wolseley 10 10/1957 de luxe 4-door saloon, 1957, chrome, sliding head, brown leather, carefully used, excellent condition, terms, exchange; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1558)

THANKARD & SMITH, Ltd., offer: 1939 Wolseley 10 saloon in very attractive bronze with brown leather upholstery, very sound little car in excellent condition throughout; £245; three months' credit on cash terms; 200 guaranteed used cars of all makes.—130, Kings Rd., S.W.3. Tel. FAXMAN 4801-3. (1162)

1949 (Aug.) Wolseley 6/80 saloon, 14,000 miles only, one private owner (regent), finished black leather upholstery, fitted H.M.V. push-button radio heater, twin spotlamps, chromium badge-bar, taxed December, the whole car in spotless condition throughout; trade enquiries welcomed; price £1,279.

MOTORISTS (LONDON), Ltd., Great North Rd., 8, Finchley Station, N.2. Finchley 2411-2. (1953)

A & S Limousine 25hp 1938 April registration, black, forward occasional, leather, excellent throughout.

8000 miles only, 1948 25hp Limousine, original owner, black, excellent condition. Seen—Lyle & CAUNDERS (100-Limousines) Providers Court, North Audley Street, Mayfair-2941. (1450)

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C
THE CAR MART, Ltd., wish to purchase Wolseley Four-Fourty cars.—320, Euston Rd., N.W.1. Eas. 1212

Wolseley 6/80 Cars Wanted
C
THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—120, Park Lane, W.1. Gros. 5151.

Wolseley Cars Wanted
R
ROWLAND SMITH, the Wolseley buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseleys.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (FAXMAN 8181).

A Lmost new Wolseley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4446.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall from 1937 onwards.—Wembley 6601-2.

CASH buyers of low-mileage Wolseleys No. 12, 14, 16-40 & 50, distance no object.—Hutton, Lord St. Southport. Tel. 2268.

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool. 1. Tel. Royal 6622. (17757)

1939 Wolseley 25hp series 3 7-seater limousine, R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Wolseley 1101-3. (10116)

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W E. JOOBS & SON.

WOLSELEY cars in spares and repairs for all models of Wolseley cars.

JACOB & SON, Mill Garage, Chisway Rd., South Woodford, E.18. Wansford 0660.

WOLSELEY spares and repairs.—Raymond Way, W.14, 242-238, High St., Barnet 3540. (0707)

R. HARDY & SON, 55, Marylebone High St., W.1. Wolseley 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. (10516)

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (FAXMAN 8181), for Wolseley service; complete overhaul, roadworth and reconditioned engines. (0077)

BROCKHURST GARAGE—Harrow agents for Wolseley sales service, reconditioned units.—Gibridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 861 (10304)

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RAYMOND WAY.

RAYMOND WAY, the hire purchase specialists.

HERE are six cast-iron reasons why everybody's going to KILBURN way:—

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2. We can quote the most competitive prices obtainable because of our huge turnover.

3. Unqualified hire purchase terms.

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5. Every used machine carries our unique three months' guarantee.

6. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn N.W.6. Maida Vale 6014 connects all branches and departments (Kilburn Park Station Bakery line 50 yards) (10529)

ROBINS, 90 Upper Richmond Rd., Putney, always will good cars, send for list, established 38 years.

LARGEST stock of superior small cars in the Midlands at prices from £100.—Derby (1 minute bus station), Tel. 2549. Open week-ends. (1546)

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ROWLAND SMITH, the car buyers.—Hampstead (Hampstead Tube) Open 9-7 week-days. Saturdays. Hampstead 6041 (10 lines) (0996)

MARBLE ARCH of Watford.

POST-WAR cars wanted urgently purchased for cash, all makes, mileage under 10,000 must be in very good condition.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, Herts. Tel. Watford 4491. (7424)

R. & CURRIE & Co., Ltd., are cash buyers of all good low mileage, used cars, vehicles.—108, Bourne Grove, Bayswater, W.2. Bayswater 0085. (7059)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Miscellaneous Cars Wanted

A CASH offer on the spot for cars, motor cycles, lorries, 200 make or model, cash, h.p. a/c's settled. Write, phone or call, **PRIDE & CLARKE, Ltd.**, (Stockport) Rd. S.W. 9, Brixton 6251, ext. 150. (0734)

B ROADWAY MOTOR CO. want the cream of second-hand cars. Owners of low-mileage sports to 12hp post-war models and of really good pre-war cars should consult Sales Dept. at 3-15 Russell Rd., Wimbledon, S.W. 19, Liberty 2434. (0633)

NAYLOR & ROOT, Ltd. are cash buyers of Austin 10 Flat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley—25 East Hill, Clapham Junction, S.W. 19. Battersea 5272. Open 9-6 p.m. each week-day, including Saturdays. (0587)

MOTOR HEARSES

A & S Offer Britain's highest quality Hearses—Certified mechanically—Inspection invited. (1181)

ROLLS-ROYCE 1935 Phantom II fitted latest 5-door except tail—5-beamer Coachwork, exclusive equipment, reasonable cost. (1181)

ROLLS-ROYCE 1937 Phantom III fitted latest 1951 5-door 5-beamer Coachwork, exclusive equipment, lavish exclusive equipment, wonderful carriage. (1181)

HUMBER Phase-III six beamer 5-door streamlined latest 1951 Coachwork, exclusive lavish equipment. (1181)

FORD V.8 5hp 1937 Beamer Hearse, seating six, adjustable bed table, 4195. Alps & Saunders (The Funeral Trade Coachbuilders) Providence Court, North Audley Street, Mayfair-2941. (1423)

MOTOR HEARSES

ROLLS-ROYCE 50hp hearse, modern body, good condition, suit country undertaker; £250.—Pace, Talke, Staffs. (1181)

MOBILE SHOPS, KITCHENS, ETC.

MOBILE shops, kitchens, vehicles and trailers, new and used—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (1396)

MOTOR CYCLES FOR SALE

S A. COLLETT, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase; everything for the motor cyclist—364-368 High Rd., Leyton, E.10. (0341)

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

NEWHAMS, Ltd.

1949 Austin A40 van, plain maroon, excellent condition—450. (19410)

NEWHAM House, 235-75, Hammersmith Rd., London, W.6, Riverside 4046. (19410)

COM-MOTORS, Ltd.

1950 (October) Morris J type 10-cwt van, 8,000 miles, 14,000 built-in 3-way loading box van, as brand new. (1296)

1950 Ford 10-cwt, reconditioned, recoloured. (1296)

MANY others to choose from. (1296)

COM-MOTORS, Ltd., Fortess Grove, Fortess Rd., Kentish Town, N.W.5. Tel. Gulliver 5980. (1296)

GUY ALFRED'S offer—

1950 Ford 10-cwt, cellulose black, small mileage. (1301)

1945 Ford 5-cwt, reconditioned, recoloured. (1301)

1950 Ford 5-cwt, small mileage, as new. (1301)

GUY ALFRED'S & Co., Ltd., 6-7, Warren St., W.1. (1301)

PALMER'S MOTORS, Ltd.

1950 Ford 5-cwt van, £450; 1947 Austin 10-cwt van, £335; 1947 Morris 15-20-cwt van, £495; 1946 Ford 10-cwt van, £350; 1940 Bedford 10-cwt van, £275; exchanges and terms—34, York St., Twickenham, Putneygrove 1890. (0695)

JACK STONE & Son, offer—

1946 Ford 25-cwt delivery van, roller shutter very carefully used, as new, 1944 Ford 10-cwt van, 1940 Bradford 10-cwt van, 1940 Ford 10-cwt van, 1939 Austin 5-cwt van, 1939 Austin 8-cwt van, our stock is continually changing, write for complete up-to-date list; cash, easy hire purchase terms, exchanges, 221, Upper Richmond Rd., Putney, Tel. Putney 1054-5, 1276-7. (1376)

MORGAN'S GARAGE, offer—

1950 (October)—Standard Vanguard van, blue, 10,000 miles, bench type seats, fog lights, immaculate condition throughout; £775. (1376)

1949 Commer 40-50 super capacity 25-cwt van, 6,000 miles, since reconditioned engine fitted. (1376)

1947 Bradford 8 to 10-cwt van, in primer, good tyres, excellent mechanical condition; £365. (1376)

1948 (October) Ford 10-cwt van, moderate mileage, very clean; £355. (1376)

MORGAN'S GARAGE, Ltd., 730, London Rd., Hounslow, Tel. Hounslow 4422. (1376)

1950 model Fordson 10-cwt van, low mileage, excellent condition; £375.—Box 5623. (1158)

B. J. HUNTER, Ltd., offer—

1948 Ford 10hp van, one owner; £385. (19708)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. (19708)

W. J. BROWN, Ltd., Used Ford Specialists. (19708)

1950 (June) Fordson 10-cwt van, finished in primer, 15,000 built-in one owner; £485. (19708)

W. J. BROWN, Ltd., Main Ford Dealers. (19708)

339, Finchley Rd., N.W.3, Hampstead 4414. (0856)

L. YNE, FRANK & WAGSTAFF, Ltd., offer—

1950 (January) Austin A40 van, one owner, mile-ometer 11,200. Finished plain green, excellent order throughout; £700. (1363)

1938 Morris 5-cwt van, complete mechanical over-haul, repainted throughout, in excellent condition; £725. (1363)

L. YNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.11, Mountview 4401. (1363)

R. EAD BROS. MOTOR CO. (LONDON), Ltd., offer—

1949 Ford 10-cwt van, £565; 1949 Ford 10-cwt van, £495; 1948 Ford 10-cwt van, £475. (1896)

1949 Austin A40 van, £565; 1949 Austin A40 van, £515; 1947 Austin 8-cwt van, £465. (1896)

1949 Bradford 10-cwt van, £415; 1947 Bradford 10-cwt van, £395; 1946 (red) Hillman 10-12hp utilicon, £475. (1896)

MANY others; terms, exchanges—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. (1896)

1948 Bradford van, one owner, excellent order throughout; £450.—Below. (1896)

1949 (July) Vanguard van, just repainted black, mechanically excellent throughout; £675.—Below service, 144, London Rd., Kingston-on-Thames, Kingston 1185. (1896)

CASS'S MOTOR MART—1950 (October) Fordson 10-cwt van, blue, 5,000 miles.—Below. (1896)

1949 Vanguard van, just repainted blue and black, written guarantee—5, Warren St., W.1. Euston 410. (1896)

1950 (Sept.) Morris J type 10-cwt van, unlettered.—Ernest Morris, Tel. Roate 4 (trade only). (1896)

1947 Bradford van, one owner, just overhauled; £350.—Bunnings Jovett Agency, Harrow, Tel. 6225-6. (1896)

1950 Bradford van, 10-cwt, unlettered, one owner driver; reasonable offer.—Ivy Cottage, Letchworth, Devon. (1632)

150 miles, 1950 Morris J type 10-cwt van.—British Lane, W.O.2. Yem. 8569. (1396)

1934 Ford 8-cwt van, recently overhauled, reconditioned engine fitted, taxed and insured; £110.—Tel. Wimbledon 2960. (1277)

BRADFORD van for sale, arrived by air, main engine since 1952—Bunnings Motor Exchange, Bonners Lane, Harrow, Tel. 6225-6. (1084)

1950 (July) Austin A40 van, one owner, small mileage, unlettered; £350.—Bunnings Motor Exchange, Harrow, Tel. 6225-6. (1084)

FORDSON 10-cwt van, green primer, first licensed 1950, one owner, 4,000 miles; £365.—140, Golders Green Rd., N.W.11. Speedwell 0011. (1121)

1948-9 Ford 5-cwt van, one owner, guaranteed; £335; payments—Oldfield, 308, Kensington High St., W.14. Western 9831. (1654)

200 tonnage—A40 Austin pick-up van, painted, fitted with tonnage cover—Siddons, Marcus, Ltd., 35, Biane St., S.W.1. Tel. Bloane 5557/6970. (1925)

£444—Green van, beautiful bodywork, costing £200, on 1948 Austin Hillman Minx chassis; excellent condition and real bargain.—Below. (1896)

£175 12hp; cheap but good vehicle, in excellent condition for 3 months' guarantee; hire purchase, exchanges.—Below. (1896)

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (1925)

1950 (October) Morris J type van, 6,000 miles, green; £395.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (1746)

NEW Austin 25-cwt chassis and closed cab available for immediate delivery, fitted with special constructed lift up high sides and drop-tailboard. (1896)

T S.W.6. Main agents for the Bradford 8-10-cwt vans and light trucks.—Saunders Jeffries, Ltd., 32, Wilmore Rd., Didsbury, Manchester, 20, Tel. Didsbury 4464, 10040. (1896)

1939 Morris 5-cwt van, reconditioned, works great; £215.—Vanderbells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4471. (1616)

1946 Austin 10 van, one owner, £275, also '55 Austin 12 van, perfect condition, £100, also 1939 Ford 2-ton upper van, one owner, also 1935 Swift truck, £50.—A. Z. Motors, Palmerton Rd., N.W.6. Mai. 4725/35. (1970)

Commercial Vehicles Wanted

RQUIRED urgently.—Morris 10-cwt, low mileage preferred. (1896)

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.11. Mountview 4401. (1363)

WANTED, 1947-50 Fordson 5-cwt and 8-cwt vans.—Arthur & Gould, Ltd., 290-2, Regent St., W.1, and 8-14, Meard St., Boro, W.1. Langham 158-5. (1012)

NEW AND USED CARAVANS, TRAILERS ETC.

NEW CARAVANS

A CARAVAN FIRE!

A LAS after a fireless year, two N.C.C. approved vans went up in flames on the same night, but the poor owners had some luck because they'd bought from the U.K.'s largest caravan distributor with U.K.'s largest selection—guaranteed unconditionally for a year with free van-loaned for faulty one and all repairs free. Within twenty-four hours two brand new expensive vans were delivered free, and a cheque sent to one unfortunate to buy clothes. Of course, they can keep the vans free until all insurance claims are paid; just part of our daily service; so why don't you buy from the firm that give you so much more—a larger selection and the only unconditional after-sales service; and the Caravan Residents' Association to help you get a site; used h.p. terms; and insurance claims are paid; just part of our daily service; so why don't you buy from the firm that give you so much more—a larger selection and the only unconditional after-sales service; and the Caravan Residents' Association to help you get a site; used h.p. terms; and insurance claims are paid; just part of our daily service; so why don't you buy from the firm that give you so much more—a larger selection and the only unconditional after-sales service; and the Caravan Residents' Association to help you get a site; used h.p. terms; and insurance claims are paid; just part of our daily service; so why don't you buy from the firm that give you so much more—a larger selection and the only unconditional after-sales service; 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12. Ford, Morris, Hillman, all models, ex-stock, fully reconditioned and guaranteed; exchange and outright sale—Capital Garage & Eng. Co., Ltd., 18, Princess Rd. Moss Side, Manchester, 14. Tel. Moss 1732. 1027

ability for motor vehicle distributors in Glasgow
: modern facilities and full scope for ambitious
: attractive 4-aprt. house available to successful
: Apply, stating full details of experience.

BUSINESS AND PROPERTY, SITUATIONS, BOOKS

SITUATIONS VACANT

BRITISH West Africa—General mechanics and required by large motor dealers, preferably single and aged 25-30 years, good pay and prospects, state qualifications.—Box 5691. (1566)

SKILLED motor fitters required with good all-round experience; good rates and conditions. Hampton and Kingston areas—Apply G. W. Wilson, Ltd., 3, Weston Park, Kingston-on-Thames, Kin. 2411. (1225)

TWO draughtsmen are urgently required by engineering firm of repute in the North West district for plant maintenance work; applicants must have good knowledge of I.C. engine test equipment, also be capable of carrying out designs on their own initiative, salary according to age and experience.—Apply Box 5672. (1195)

EXPERIENCED working foreman required for garage, in good class district of North London (Edgware); applicant must be fully experienced in general repairs to all makes of cars, able to control staff, turn out good work in a reasonable time, able to quote prices when required and be a really skilled tradesman; commencing salary £420 and share of profits; write giving full details of previous experience and when free, no accommodation offered.—Box 5612. (1115)

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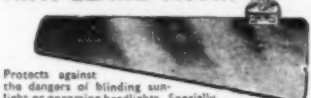
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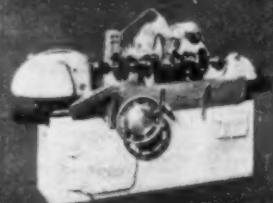
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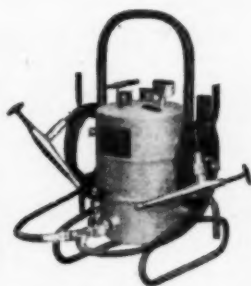
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